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AUTOSPORT

Canadian GP: Revson wins amidst confusion



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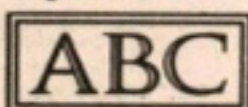
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Ertl takes the TT-winning Alpina BMW to victory in Part 1 last Sunday.



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AUTOSPORT, SEPTEMBER 27, 1973

EDITORIAL

Pace car chaos

On the 33rd lap of the Canadian Grand Prix at Mosport Park last Sunday there was an accident: two cars crashed heavily and wreckage was spread all over the track, neither driver was hurt but the marshals had to clean the track and the speed of the other competitors made life difficult. So the request was sent to race control for the pace car to be brought into action to slow the speed of the cars. GP history was made; the Porsche 914 left the pits to find the leader and sit in front of him.

So far so good. The situation was right, the decision was taken, a little late according to some reports—it was three laps after the accident happened—but the marshals were able to get on with the job in comparative safety. What made the whole thing farcical was that the pace car was in front of the wrong car. Another factor then came into it all; it had been wet at the start of the race, it was now dry and a perfect opportunity to make a pit stop to change tyres and not lose much ground. This happened almost universally. The result—chaos.

The pace car was continuously instructed to stay in front of Ganley although F1 Association secretary Peter Mackintosh radioed back on three occasions to check if he was in the right position. 'Yes' they said every time.

Eventually the track was clear and the pace car pulled off, the green flag was waved and the race was on again, but nobody knew what the race positions were. Pit signals, official scoreboards, lap charters—the lot; they were all in a state of confusion. The racing itself was very good right up to the end but then it all came to a head. Some people thought they had done an extra lap and the flag was thought to have been given to the wrong person. How the mistake started, nobody will ever really know. Really it is immaterial this time. But what will happen on the next occasion? If every time the pace car goes out the same confusion arises and the winner is disputed all the time, the whole thing will become a farce. Okay, so this time there were probably freak circumstances which did not help but it could happen again and it must not.

The pace car is obviously a good idea as far as regulating the speed of the cars is concerned but if it cannot be executed in a proper manner then there has to be a rethink. It's not as if race organisers in North America are new to the idea of pace cars anyway—if they cannot operate it properly there seems to be little hope for some of the other host nations.

Exciting G2

Group 2 saloon car racing in England may well be dead but the Tourist Trophy at Silverstone last Sunday showed just how good this kind of racing can be. Full marks to Silverstone for putting it on and we hope we can all come back and see it again next year. We agree with the majority of top saloon car drivers, G2 European style is what saloon car racing is all about.

our cover picture

Peter Revson's Yardley McLaren on its way to victory in front of Hunt's Hesketh March and Ganley's Iso-Marlboro.

Photo : Phipps Photographic

Arturo Merzario to leave Ferrari



Arturo Merzario—Alfa in G5.

As we predicted in P&P last week Arturo Merzario has decided to quit Ferrari at the end of the season. He has already signed a sports car contract with Alfa Romeo but his F1 plans are like the majority's, still in the balance.

It came as something of a surprise however that the diminutive Italian should leave Ferrari where he has had a fair amount of success in both F1 and sports cars although it must be said that there have been times when his enthusiasm has got the better of him and he has disobeyed team orders in favour of personal glory. However, being an Italian, it was thought that this was excusable.

Whatever the plans for Ferrari are next year Merzario did not feature too strongly obviously. Apparently he was guaranteed a sports car ride but only six F1 events and all the test driving which was not enough. This season with Jacky Ickx being unhappy with the team Merzario has tended to be the quicker of the two although he too has voiced disapproval of the car.

Last week Alfa signed Merzario for their sports car team which will contest all the rounds of the championship next year. Merzario will share a car with Andrea de Adamich while other confirmed drivers are Rolf Stommelen and Carlo Facetti.

Merzario has received numerous offers for F1 rides next year which according to our man in Italy include Iso Marlboro, Shadow, March and BRM. He will continue to lead the Osella Abarth 2-litre sports car team whenever possible next year also.

So who goes to Ferrari? It was not so very long ago that drivers would queue up at Maranello fighting to get in the most prestigious team in motor racing; now it seems that nobody wants to go. Quite a large number of names have been bandied around as is the fashion at this time of the year, the most consistent of these being that of Jean-Pierre Jarier. But both Jarier and March boss Max Mosley insist that he will be staying at Bicester next year. As has been fully reported before Jarier has been to Ferrari for talks, but this concerned sports cars mainly, although there was an F1 option left open should he be free to take it. This apparently expires on October 1. Niki Lauda is now strongly tipped to lead the Scuderia Ferrari effort in both Formula 1 and sports car racing next year. The only block is that he has already reached an agreement of sorts with BRM.

Refusing to confirm stories that he had already signed for Ferrari, Lauda admitted that he was talking to the Italian team. "I have an option with BRM for next year," he said, "but they seem to think it's a proper contract." After his good showing at Mosport—including holding a convincing lead in the GP—Ferrari will no doubt be trying harder than ever to land the Austrian's signature on a contract.

It would seem fairly certain that Clay Regazzoni will return to Ferrari although at the moment he is reputed to be in conflict with the Commendatore (who is making an exception to what has been a fairly hard rule in the past not to re-employ drivers) over just how much money he is worth.

Alpina BMW boss Burkard Bovensiepen splashes champagne over Derek Bell after the TT victory at Silverstone last Sunday with Harald Ertl (bearded). RAC chairman Andrew Poulson looks on.



Carlos Pace not moving



Carlos Pace—staying put.

One person who will not be changing camps next year is Carlos Pace. The young Brazilian who recently has shown the kind of form which make many people in his home country believe that he is the best of the Brazilians issued a signed statement last week saying that he would remain with Team Surtees next year. Surtees themselves have stated that they will be continuing in F1 next season and that an extensive winter test programme will be carried out "to ensure maximum possible success." The team will be operating from its new specially built racing department at Edenbridge. The statement went on "Negotiations are in progress with a number of sponsors and full details of the team's programme and sponsorship arrangements, along with technical data on '74 projects, will be released at a later date." General thought is that there will be two works cars for Pace and Jochen Mass with Mike Hailwood being in a separate works-assisted car run by Rob Walker. Pace incidentally will drive the non-turbo charged Shadow in the final two CanAm rounds.

Revson to join Shadow?

Short of an official announcement, Peter Revson seems certain to be seen racing in UOP Shadow in Formula 1 racing next year. UOP personnel were openly entertaining him at Monza, and they were taking particular interest in his progress at Mosport.

But who would have to go at UOP? If, as suggested, they want an all-American team for '74, then the finger must be on Jackie Oliver. But Oliver's storming drive in Canada was one of the brightest features of a confused race, and it could be difficult to justify his dismissal on the grounds of nationality alone.

G2 men hit out at G1

Some interesting opinions were given by prominent Group 2 drivers at Silverstone last weekend, concerning the introduction of Group 1 as next year's British Touring Car Championship. Many drivers such as Frank Gardner, Jochen Mass and John Fitzpatrick gave the opinion that it would be the end as far as works teams picking out talented British drivers, as the works Group 2 teams simply aren't interested in G1. As far as running cars is concerned, the opinion given by some leading teams was that next year's British G1½ regulations will produce a completely different formula from this year's British club production saloon car racing and as a result, any really well-prepared car from the big teams would completely outclass the efforts made by many of the teams which are leading contenders in this year's club formula. It wasn't a case of sour grapes because Group 2 has finished, as these people are competing in Europe anyway next year, but they firmly believed that all the shouting about how good this new G1 championship will be is over-exaggerated as they can see Group 1½ going the same way as this year's Group 2. Whatever, everyone seemed to agree that within a few years the cycle could have turned its full circle and the British Championship will again be run for some form of Group 2. What is certain is that in Europe, there is no intention to change to Group 1, and after such an event as last Sunday's Tourist Trophy one can easily see why. Frank Gardner said he had no plans to do next year's British Championship, but would do the European series; with regards to the British series, Gardner said he's seen it all happen before with the old production saloon formula, turning into Group 5, then to Group 2 and back again to Group 1—"the only . . . trouble is, I've seemed to have been in it from the . . . start."

With the European championship over, the works Ford Capris have almost become redundant. A works entry will be made however for a Japanese race in November, and there are rumours that a car may also be seen in the Springbok series. Next year's Ford team with the new Capris will include Niki Lauda, Jochen Mass and John Fitzpatrick.

● Ralph Firmin's Van Diemen International company have recently moved into new premises opposite Snetterton circuit. The new address is Van Diemen International Racing Service Ltd, Chalk Road, Snetterton, Norwich 10X (Tel: Quidenham 270). Incidentally following Donald MacLeod's success in the works FF car 16 replicas have so far been sold, six of them to the Jim Russell Racing Drivers School.

Pit and Paddock

Emerson Fittipaldi still undecided

In spite of long, involved discussions with Colin Chapman during the weekend of the Grand Prix of Canada, Emerson Fittipaldi has still not announced his plans for 1974. The two of them left the circuit together for Europe after the race (long before official results were posted), apparently more concerned about their future—or not—together than about the results of the GP itself.

Emerson told Brazilian pressmen in Canada that Colin Chapman had "admitted his mistake" at Monza, where Ronnie Peterson won the Italian GP and effectively blocked Emerson's last remaining chances of regaining the World Championship. "But what sort of a champion would Emerson have felt if he had needed Ronnie to back off in order to let him win?" asked a Lotus spokesman at Mosport.

With Jackie Stewart apparently more inclined than ever to stay in F1 racing, it is Emerson's next move which will decide several key factors in the 1974 GP season. With Marlboro confirmation that they will be leaving BRM next year, the cigarette company's Swiss francs seem more likely than ever to go to Brabham, but only if Emerson is one of the drivers. A Marlboro spokesman in Canada would not confirm this, but said—significantly—that an announcement from his Lausanne office would be made shortly after the US Grand Prix.

In spite of pressure from Brazil (where the press has recently accused Lotus of favouring Ronnie Peterson), Emerson may still decide to remain with the team which has provided all his successes to date. He said that Colin Chapman had made a very attractive offer during his stay in Canada, and he is considering this before the US race. Team Lotus has continuing contracts with both John Player and Texaco for 1974, but paddock gossip in Canada suggested that Chapman himself was prepared to under-

write personally the not inconsiderable sums which Emerson can command for next year.

Should Emerson decide to abandon Lotus, one of the most intriguing prospects is the identity of whoever will join Ronnie Peterson in a John Player Special next year. Chapman has undoubtedly considered the problem, and the most logical possibility would be to take on Carlos Reutemann in a straight swap with Brabham. However, there is also a chance that Lotus will look for a young British driver to nurture, as they have done in the past.

With Ronnie Peterson in such devastating form at the moment it would seem unlikely that another top driver could be persuaded into the team and it looks likely that they will want to pull somebody out of ranks to fill the second car. Players are known to be keen on having a British driver in the team but there is not an excess of talent in this area at the moment but all signs point to Tom Pryce being asked to step in. The young Welshman has been showing up extremely well in the Chris Meek/Titan Properties-sponsored Motul F2 car and currently looks to be the driver most likely to succeed from the lower ranks.

Tom Pryce—JPS F1?



Michel Leclerc wins at F3 Monza

France's number one F3 driver Michel Leclerc added yet another victory to his impressive season's tally last Saturday at Monza. In his Elf sponsored Alpine-Renault A364B he was virtually untouchable in the Coupe AGIP.

The race was run in two heats and a final and both were dominated by Frenchmen. Jacques Lafitte won the first in his BP Martini-Holbay by 0.2 s from Bernard Beguin's Martini. The Italian Francia was third 12 s down. Leclerc, on his first ever visit to Monza, had been fastest in practice and won the second heat from his team mate Alain Serpaggi by 4.4 s with local man

Cerulli (March) third 0.2 s ahead of Pierre Francois Rousselot's March and Jean-Pierre Paoli's Martini.

It was Leclerc all the way in the final as Serpaggi struggled with gearbox problems although they were not too bad as he still managed to finish second quite comfortably ahead of Cerulli. Rousselot held down third initially but had a moment and dropped back. He recovered well to reach fifth with a fluff engine. Paoli was fourth. Claudio Francisci was sixth in his Brabham BT41 with Philip Albera's Antar March seventh. Lafitte retired on the 12th lap with bent suspension.

Canadian confusion



This sequence of pictures indicate the confusion over the placings in last Sunday's Canadian GP. Above shows Ganley (25) leading, Fittipaldi (1), Jarier (18) (if you look at the left hand side or Lauda (21) on the right), and Revson (8).



The McLaren pit tells Revson he is one second behind Ganley with five laps to go.



Excitement in the JPS pit five laps from the end, Emerson is six seconds behind Oliver.



Colin Chapman's premature victory salute (above). The official scoreboard on the last lap shows Fittipaldi (1), first, Ganley second, Revson third and Beltoise fourth. For the real story see page 8.





The last four rounds of the exciting 1973 John Player Formula 3 Championship are being held on successive weekends beginning with Brands Hatch on 30th September.

With two heats and a final being fought out over the circuit and all the leading

British and European drivers on parade it promises to be another all-action meeting with no holds barred.

Can Australia's Alan Jones increase his slender lead over top Frenchman Laffite and England's Russell Wood or will Japan's Masami Kuwashima or local Kent

driver Tony Brise force their way to the front?

Be there and see!

Supporting races include three more championship rounds - BP Formula Atlantic, BOC Formula Ford and MCD Special Saloons.

John Player Formula 3 Championship Car Races

Organised by the BRSCC

BRANDS HATCH

30th SEPT. 2-15p.m. Practice from 9-00a.m.

Reserved enclosures: Adults £1.00, Children 30p, Stands 50p, Paddock 50p, Parking Free.

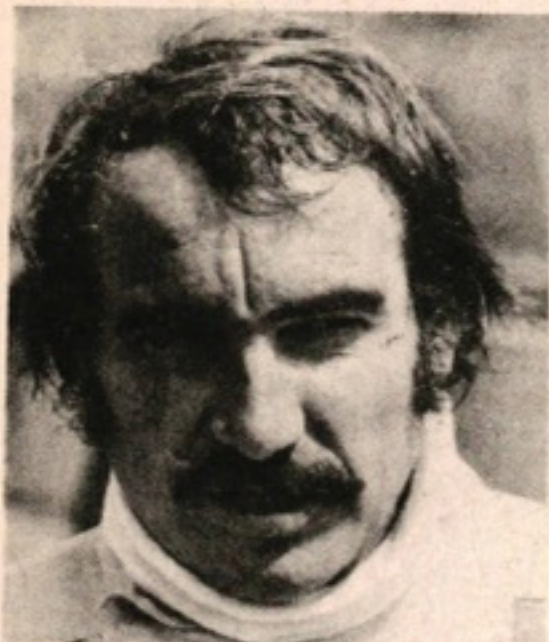
The promoters reserve the right, without notice, to make any alteration to the race programme.



FREE Paddock Entry Voucher

This voucher entitles the bearer to a free paddock transfer ticket at the John Player Formula 3 Championship race meeting at Brands Hatch on 30th September, 1973.

Marlboro BRM dispute



Clay Regazzoni—"rested."

The summary dismissal of Clay Regazzoni from the BRM team at Mosport came as much of a shock to Marlboro as it did to Regazzoni himself.

"We share responsibility for Regazzoni's retainer with BRM," said a Marlboro spokesman, "and we feel that the team's management has ignored one of the fundamental courtesies implicit in the relationship between a sponsor and a team."

In a statement issued to the press, Marlboro took the unprecedented step of admitting that the dismissal had been carried out without any consultation. The statement added "We have no doubt in the driving ability of the nominated replacement Peter Gethin, however Clay Regazzoni's talent and driving ability is, in our opinion, adequately suited to the position of number 1 driver

for the team, and we have requested the team management to reconsider their decision."

This latter reference was plainly to Mr Louis T. Stanley, whose wife, Mrs Jean Stanley, is the sister of Sir Alfred Owen and a part-owner of the BRM team. It is widely believed that Mr Stanley has lost little time in finding some more finance to replace that withdrawn by the disenchanted Marlboro organisation, and the current tip is that next year's BRMs will carry the colours of a large British airline.

In the absence from Canada of Mr and Mrs Stanley themselves, it was possible only to speculate on the reasons behind Regazzoni's dismissal. Suggestions included the publication in Switzerland of an interview in which Clay sharply criticised the BRM car and its management (or lack of it). Furthermore, Regazzoni says he had not been paid since he raced in Argentina last January, and his lawyer had been in communication with BRM on this subject. He received a cheque in Canada, but wondered aloud "whether it would be blocked or not."

Meanwhile, Regazzoni is in much demand elsewhere, and representatives from L&M signed him to drive at Seattle in next week's final Formula 5000 race of their rich 1973 series. Regga will be at the wheel of the ex-Bobby Muir Lola T330 owned by California millionaire Chuck Jones, and it should make an exciting confrontation against series leaders Scheckter and Redman.

Texaco-Marlboro tie-up?

One of the big hotels near Heathrow airport hosted a top level meeting early last week between representatives of Texaco and Marlboro. It has been very difficult to actually find out what was under discussion. The British representatives of one of the companies did not even know the meeting was on until a phone call came from Switzerland from someone trying to trace her husband.

Anyway, from what we can gather the petrol and cigarette company have decided to sponsor one team on a 50-50 basis next year, Texaco having pulled out of the JPS team. The speculators have teamed them up with McLaren (the proximity of the hotel to Colnbrook being the main

factor) and Emerson Fittipaldi which is fairly logical as far as Emerson wanting the most competitive chassis available. But it could place McLaren in a difficult position of having too much talent available. If Denny Hulme continues, as seems likely, what happens to Jody Scheckter? Despite the misfortunes which have hit the South African in recent GPs he will obviously be well sought after and it would not be surprising, if McLaren let him go, to find him racing for an American team following his success in the USA. There was a story not so long ago about him joining Eagle. . . . Incidentally, what was GRD's Mike Warner doing at the same hotel?

Pocono F5000 tyre trouble

The reason for all that tyre trouble at the Pocono L&M F5000 race has been resolved. It wasn't caused, as our report inferred, by poor Lola wheels but by the Goodyear tyres being the wrong size. The Lola wheels have been checked by Lola themselves, Goodyear in America and by

Peter Jowitt, RAC scrutineer and consultant to the F1 Constructors, who is based at the RAE, Farnborough. The trouble at Pocono was that the front tyres supplied by Goodyear were found to be oversize and they just did not fit the wheels.

Sutcliffe unemployed

It looks like Andy Sutcliffe is once again without a drive. The unlucky Kent man reported last week that he was unable to trace Ken Appleby of the Mitford Group who was to have sponsored him in the remaining F2 events this year. Sutcliffe made just one appearance in the ex-Beuttler car run by Brian Lewis at Karlskoga when he went extremely well in practice and finished third in his heat. Engine trouble stopped him early in the final. Apparently March have now sold the car to somebody else as Sutcliffe's money did not come through. All this unfortunately leaves him without a drive of any sort and he is currently looking for a permanent F2 ride for next season.

McCluskey's USAC title

Roger McCluskey clinched the USAC championship last week at the Michigan International Speedway. The title came to the 43-year-old veteran after a season of regular high placings and one win (Michigan in July). Last week he claimed third place overall in a race which was dominated by McLaren. The first heat was won by Gary Bettenhausen in Roger Penske's M16 ahead of Johnny Rutherford's works car, McCluskey's Eagle and Mario Andretti's Parnelli. Rutherford won the second part from Andretti and they took the first two overall placings. Five cars were badly damaged during the event but no drivers were hurt.

Dave Matthews forced to retire

We regret to report that Dave Matthews suffered damage to his eye tissues in the awful Silverstone saloon Grand Prix accident at Abbey and is unlikely to race again, or at least for some considerable time. Matthews this year had been putting in impressive performances with the 3 litre Broadspeed Capri which suffered most of its problems through engine failures. Matthews had moved to the Capri after successful Group 2 class-championship winning seasons with the 2 litre and 1300 Broadspeed Escorts. He started racing with Minis in 1965 and 1966 before stopping for three years while tied up with his business. At 29, Dave Matthews had become one of this country's most prominent saloon car drivers before the Silverstone shunt—as well as a very successful business man—and we hope to see him racing again.

● Wilson Fittipaldi recently tested one of Willi Kauhsen's Porsche 910s, and he will be racing it in Sunday's InterSerie race at Hockenheim. There is also a good chance that Kauhsen will be taking his two cars to Riverside for the season's final CanAm round, and that Wilson will drive there too.

● Rumours have been circulating that Porsche are building a special Carrera. Very special in fact, for although it has a Carrera type body, it will be fitted on to a 917 CanAm-type chassis with a 5.4-litre turbo-charged engine installed.

● It was revealed this week that rallycross driver Dave Preece "died" following his nasty accident during the recent Lydden rallycross. A doctor attending Preece when he was trapped in his Mini noticed his pulse had ceased and quickly brought him back to life. Preece, who was thought to have a ruptured spleen, has had a check-up in hospital and is now recuperating at his Newport, Salop, home.

● The SCCA's generous Formula 5000 sponsor, Liggett and Myers cigarettes, has not yet decided to continue for a fifth year. However, with firm interest being shown by both McLaren and UOP Shadow to enter works F5000 teams, L&M may well be persuaded to continue its support of North America's most important road-racing series.

● Ian Richardson's 7 litre Chevrolet Corvair Monza makes its debut at the big Silverstone championship meeting on the Grand Prix circuit, on Saturday, October 6th. The BRDC have received huge and first-class entries for all seven races, which culminate in the Westwood Challenge Cup for the big saloons with lots of prize money. Already the entry includes Richardson's device, Howes' Javelin, Leech's Boss Mustang, Hill and Strawson in Boss Capris, Hazelwood's big Daf, Elton's Falcon, Hawker's Capri-DFV, Cutting's Escort Martin, Marshall and Donnelly in Vauxhalls and Shelton's big Cortina. There are still a few more places left on the grid for this "betting race," which is over 12 laps of the 2.93 mile track.

● The non-championship F2 race at Estoril on October 21 continues to attract a fine entry amongst which will be a number of F2 debutants. Two Japanese drivers will be having their first taste of 2-litre single-seater power. F3 man Masami Kuwashima will finally have his first outing in one of the works March-BMWs event though it clashes with a JPS F3 race at Brands. In a second DART GRD, alongside Bertil Roos will be Noriaki Takahara who has been impressive in the Fuji sports car series. March also intend to send Jean-Pierre Jarier, Hans Stuck, Motohara Kurosawa, and local hero Mario Cabral. Thirty entries have been accepted but only 20 will be allowed to start after the usual qualification procedures.

Pit and Paddock

Big Brands F5000 race

The main race at the Motor Show 200 meeting at Brands Hatch on October 21 will be a 200 kms F5000 race. The meeting, organised by the BARC will be held over two days with practice and the final John Player F3 championship round on Saturday, October 20. The meeting will be on the GP circuit as usual and all the championship rounds will have double points on offer.

As well as the Rothmans F5000 and John Player F3 races there will be the final round of the British Saloon Car Championship sponsored by Simoniz, who will be sponsoring the MCD special saloon car championship next year. The final round of the British Oxygen Golden Helmet FF championship will also be held in addition to the final round of the European FF championship which will be for the Jack Brabham Trophy. There is a strong chance that Brabham himself will be present to award the trophy.

Incidentally there is a strong possibility of two brand new F5000 cars appearing in this race, the new Trojan and McRae GM2. The latter apparently bears a strong resemblance to a McLaren M23 and promises to be very exciting.

2-litre cars at Nogaro

The 2-litre sports car circus moves to the revised Nogaro circuit in France this week for a well-supported non-championship event which replaces the European Cup F3 race. Among those entered are Gerard Larrousse (Lola), Vic Elford and Bernard Darniche (March), Jean-Pierre Jabouille and Alain Serpaggi (Alpines), Henri Pescarolo and Bob Wollek (Abarths), Martin Raymond and Ian Grob (Chevrons). There will also be a round of the French F3 championship where Michel Leclerc will be attempting to score another win and narrow the gap to Jacques Laffite.

Weekend sport

BRANDS HATCH

The John Player Formula 3 Championship continues again this Sunday with a round on the Brands club circuit. The race is a hard 40 lapper, preceded by two 10 lap heats. Leading entries include series leader Alan Jones, Ian Taylor, Mike Wilds, Masami Kuwashima, Conny Andersson, Buzz Buzaglo, Richard Roberts, Russell Wood, Pierre-Francois Rousselot, Leonel Friedrich, Tony Brise, Mo Harness, Ulf Svensson, Johnny Gerber, Larry Perkins, Hakan Dahlqvist, Pedro Passadore, Derek Lawrence, and that fast Italian lady Lela Lombardi.

There's a full programme of supporting races, headed by a BP Atlantic round which includes entries from John Nicholson, David Purley, Colin Vandervell, Ken Bailey, Geoff Friswell, Ray Mallock, Cyd Williams, Peter Wardle, Jas Patterson, Hiroshi Kazato and Charles Lucas. There are two MCD special saloon qualifiers which have attracted Tony Hazlewood's Daf, Colin Hawker's Capri-DFV, John Turner's Escort-BRM, Chris Meek's Escort, Nick Whiting's Escort, Eric Smith's Mini-Ford, Sedric Bell's Mini and Alex Clacher's Imp. The BOC Formula Ford round should see another battle between series rivals Donald MacLeod and Derek Lawrence with other notables including Robert Arnott and Richard Sterne who has a new Dulon.

Practice takes place from 8.45 am to 12.55 pm with the first Formula 3 heat opening the seven race programme at 2.15 pm.

MALLORY PARK

This Sunday's Mallory Park meeting stars rounds in the Castrol production saloon and Shell sport clubmen's championships. The Castrol encounters see the Camaros of Richard Lloyd and Stuart Graham have another confrontation with the BMWs of Lanfranchi and Bell, the Alfas of Hand-

ley and Clark and the Capris of Crabtree and Spice, while Unett's Hunter will be faced with another challenge from Stock's Firenza. In the smaller Castrol race, the Simcas of Tony Charnell and Jenny Birrell will be doing their best to get on to terms with the Escorts of Ivan Dutton and John Lyon. There's a massive clubmen's field which features Richard Mallock, Vernon Davies, Peter Evans, Caldwell Smythe, Stuart Glass, Frank Sytner and Steve Russell, and the rest of the programme caters for FF (John Hamilton Memorial Trophy race), Super Vees, and Vees. Significant entries include Mike Young, Alo Lawler, Richard Hawkins, John Morrison, Mark Litchfield and Olly Hollamby.

The first of the eight races, starts at 2.30 p.m.

SILVERSTONE

An entry of 32 teams has been received for the 750 MC's Six Hour relay at Silverstone this Saturday, one of the best entries ever received in the history of this famous event. Most teams have six cars which consist of GT40s (including the Anthony Hutton Mirage), Porsche Carreras (including Nick Faure and John de Stefano), Chevrons, Alfa Romeos, Aston Martins, Morgans, MGs, Clans, Davrians (one of which will be driven by Damien Magee), and countless other impressive entries. The 6 Hour relay—the longest race now held in Britain—starts at 12.30 pm.

LONGRIDGE

The outright circuit record at the little Longridge circuit should take a battering on Sunday when Kim Mather's BRM tackles Jim Moore's F5000 McLaren M10B. Other leading entries for the 10 race programme include Frank Aston's Ardua, Stuart Baird's FF Merlyn, Jon Fletcher's Elan, Tony Williams' Sprite, Richard Jenvey's Midget, Chris Meek's Escort and Brian Murphy's E-type. First race starts at 1.30 pm.

BLACKBUSHE

This Sunday sees the final round of the Castrol/NDRC drag championships at Blackbushe, near

Camberley featuring the spectacular fuelers of Clive Skilton, Dennis Priddle, Roland Pratt and Swede John Anderson. There's a very good entry in all classes and more details can be found in Sports Extra.

HAREWOOD

At the Harewood hillclimb venue near Leeds on Sunday, the final round in the Castrol/BARC Hillclimb championship should make for some very close times in all classes. There is a very large entry list for the event including RAC Hillclimb champion Mike MacDowel's Brabham-Repsco. As a novelty, there will be a special class for journalists driving standard BMW 2002s. The meeting starts at 12.30 pm.

INTERNATIONAL DIARY

September 29/30
Cyprus Rally, Cyprus (European Rally Championship for Drivers, round 22).
Hockenheim, Germany (F2, G5, FSV).
Tirol, Austria (G2, G4, F3, FV, FSV, FF).
September 30
Montjuich, Spain (European GT Championship, round 10).
Hockenheim, Germany (Interserie, round 8).
Zandvoort, Holland (Rothmans F5000 Championship, round 10).
Seattle, Washington (L and M F5000 Championship, round 10).
Brands Hatch, England (John Player F3 Championship, round 11).
Bathurst 500, Australia (G2).
October 5/6
Munich-Vienna-Budapest Rally, Hungary (European Rally Championship for Drivers, round 23).

● Murray Smith will be driving the long-nosed historic Le Mans winning, JCB Jaguar D to the Lowenbrau historic race at the American Grand Prix at Watkins Glen on October 7, by courtesy of BOAC and British Leyland. The race will be the first proper historic race in America and 56 entries have been received including 14 Ferraris. Lowenbrau will be running a four round historic championship in America next year, culminating in an international final at which leading British historic competitors will be invited.

● We regret to report the death after a long illness of well-known club driver of the late 1950s and early 60s, Martin Edwards. He was best known for his activities in a Climax-engined Lotus 7. To his family and friends AUTOSPORT extend its sympathies.

CATCHPOLE

By Barry Foley

THAT'S WHAT I CALL A REALLY AMBITIOUS TEAM...



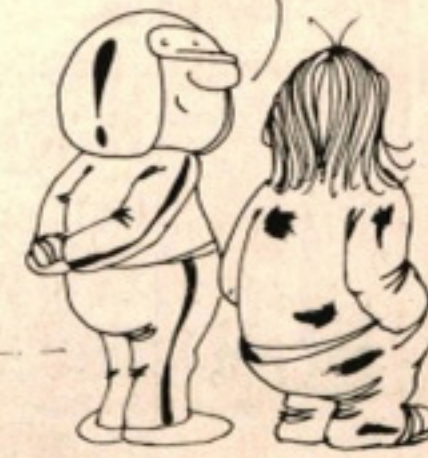
... THEY'VE WON THE WORLD DRIVERS CHAMPIONSHIP. THEY ARE IN THE RUNNING FOR...



... THE CONSTRUCTORS CHAMPIONSHIP. THEY'VE WON THE GRAND PRIX PUNCTURE CHAMPIONSHIP...



... AND NOW THEY ARE AFTER THE GRAND PRIX LIGHT HEAVY WEIGHT CHAMPIONSHIP.



BRITAX 1973 CHAMPIONSHIP

Competition leaders to date:

1st IVAN DUTTON
39 points

2nd BERNARD UNETT
36 points

3rd TONY LANFRANCHI
35 points

4th RICHARD LLOYD
26 points

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Britax Ltd., Chertsey Road,
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FINALS OF RAC/CASTROL CHAMPIONSHIP

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FINALLY FOR THE 1973 SEASON

Fuelers of

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Clive Skilton—Team Castrol—GB
Roland Pratt—Revolution III—GB

Funnies of

Bjorn Anderson—Opel—Sweden.
Liam Churchill—Ford—GB
Ed Shaver—Vauxhall—USA.
Tage Hammerman—Volvo—Sweden.

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RAC signposted. Hot Rod and Roadster Show.
Admission charge £1.

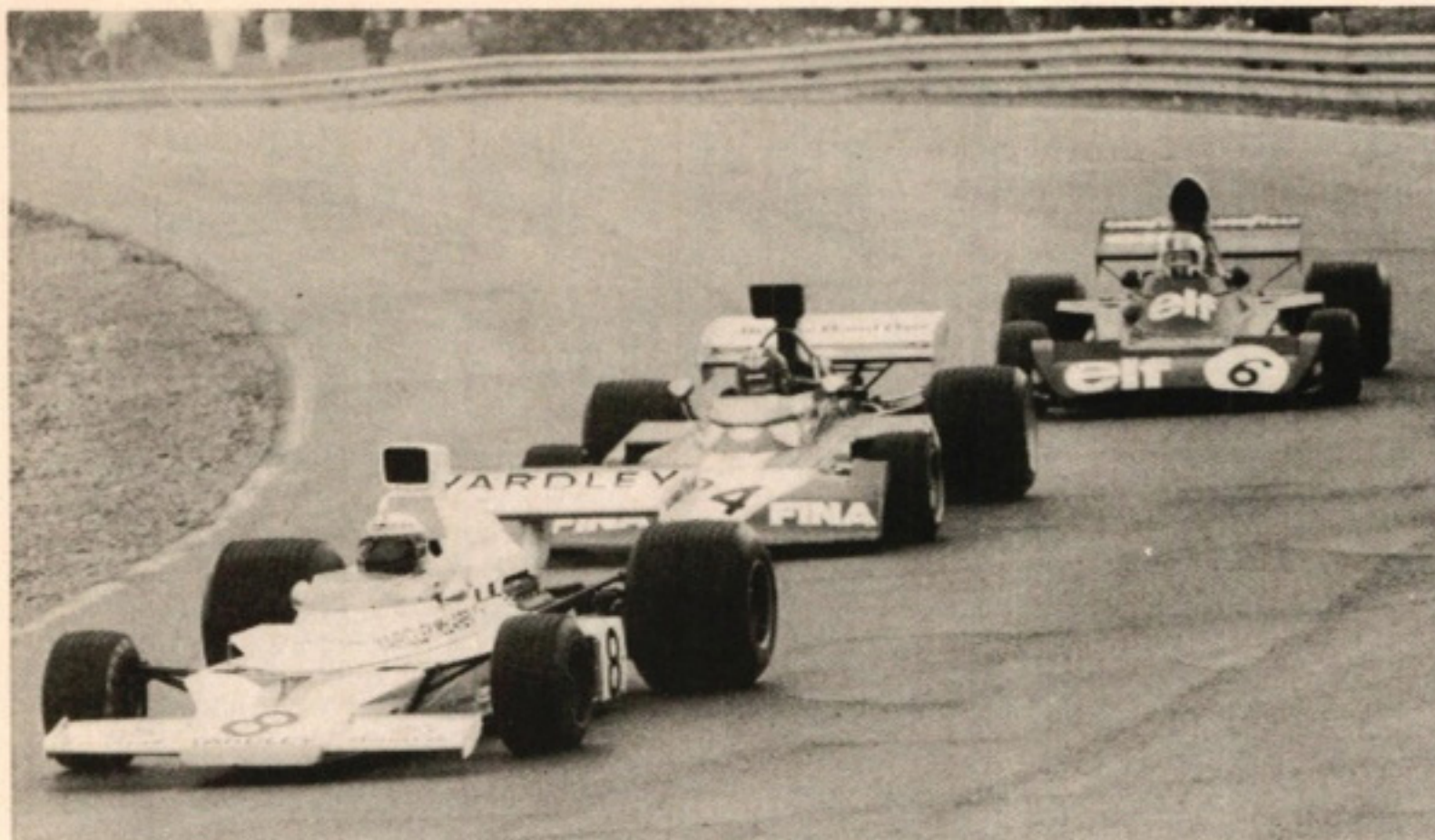
CHILDREN

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Admission includes pit and paddock pass, car park
and VAT.

The organisers reserve the right to alter or cancel
any part or the whole of the event without notice.



Early on winner Revson holds off Pace and the unlucky Cevert.

MOSPORT PARK

Revson's confused win

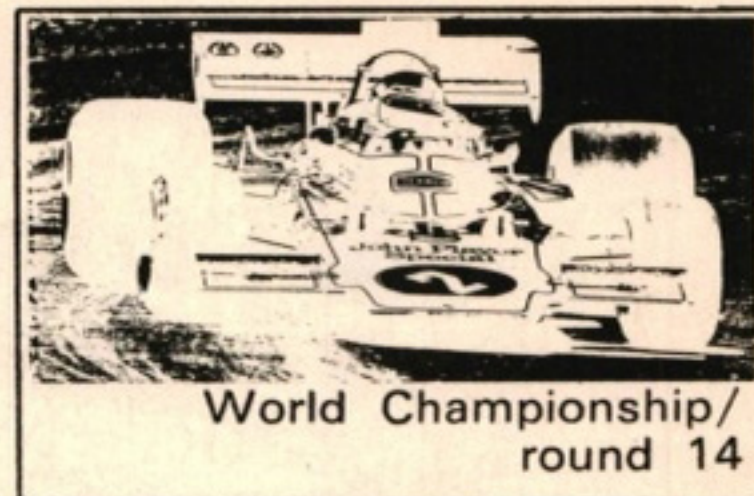
By PETE LYONS

Race data by ALAN PHILLIPS

Pictures by PHIPPS PHOTOGRAPHIC

It was a race that had everything: wet conditions, dry conditions, tyre changes by every competitor, a collision, the first use of the pace car in earnest, a stirring last-stage pursuit — and two winners. At the finish of the Canadian Grand Prix Colin Chapman threw up his cap for Emerson Fittipaldi, who had Jackie Oliver (and Jean-Pierre Beltoise as it turned out) right up behind, but the man with the chequered flag waved it at Peter Revson. At the end of an extra lap, the JPS driver was ushered into victory circle — but so too, a moment later, was the Yardleyman. "Who did win?" asked everybody of his neighbour. There were many theories and many suggestions, most of the flippant variety, but it took many hours of patient cross-checking to decide. It was Revson, whose pit stop for changing to slick tyres had gone off well and who, almost unnoticed, had managed to do the right number of laps first. But hero of the day was certainly Fittipaldi, who had been the victim of the confusion to the extent that, when Scheckter and Cevert shunted together and the pace car came out into traffic, the pace car driver was instructed to get ahead of another incorrect race-leader — Howden Ganley. Fittipaldi thus was forced into a situation of being just ahead of Oliver on the road, but nearly a full lap behind. The UOP Shadow was, in fact, leading once the green flag came out again, and although Revson overtook on the 47th lap and drove on to win, it was almost unnoticed at the time — even Oliver didn't notice. He was fully occupied with a sudden case of stuck throttles — and with his pit signals which were warning him of Fittipaldi's incredible progress around the lap. Setting best time of the day, more than a full second faster than anything or anyone else was able to do, Emerson made up the entire two and a half miles and, on what most people thought was one lap from the end but was really two, blew by on the straight to lead over the line by inches. It was a fabulous drive and a stirring finish to what, no matter who won, had been a superbly entertaining motor race.

Winners circle: Revson, Fittipaldi and Oliver seem to think it's all very funny although the results were very much in doubt.



World Championship/
round 14

Did you ever notice that sometimes the circuits the drivers dislike the most are the ones the rest of us enjoy the best? Mosport in eastern Canada is at least as bumpy as Brands Hatch; the roughness in the old surface requires suspension to be set up high, which destroys most of the good intentions the designers had, and the cars skitter and skip on the edge of control like overpowered small boats in a heavy sea. The drivers hate it, but my goodness is it grand to watch. And in mist and wet, which we had for much of this weekend (not unusual here) and altogether most of the superstars would rather have stayed in the warm dry motel. But the rest of us found all the skittering and skidding and splashing fine spectacle. And after all, who pays 'em, right?

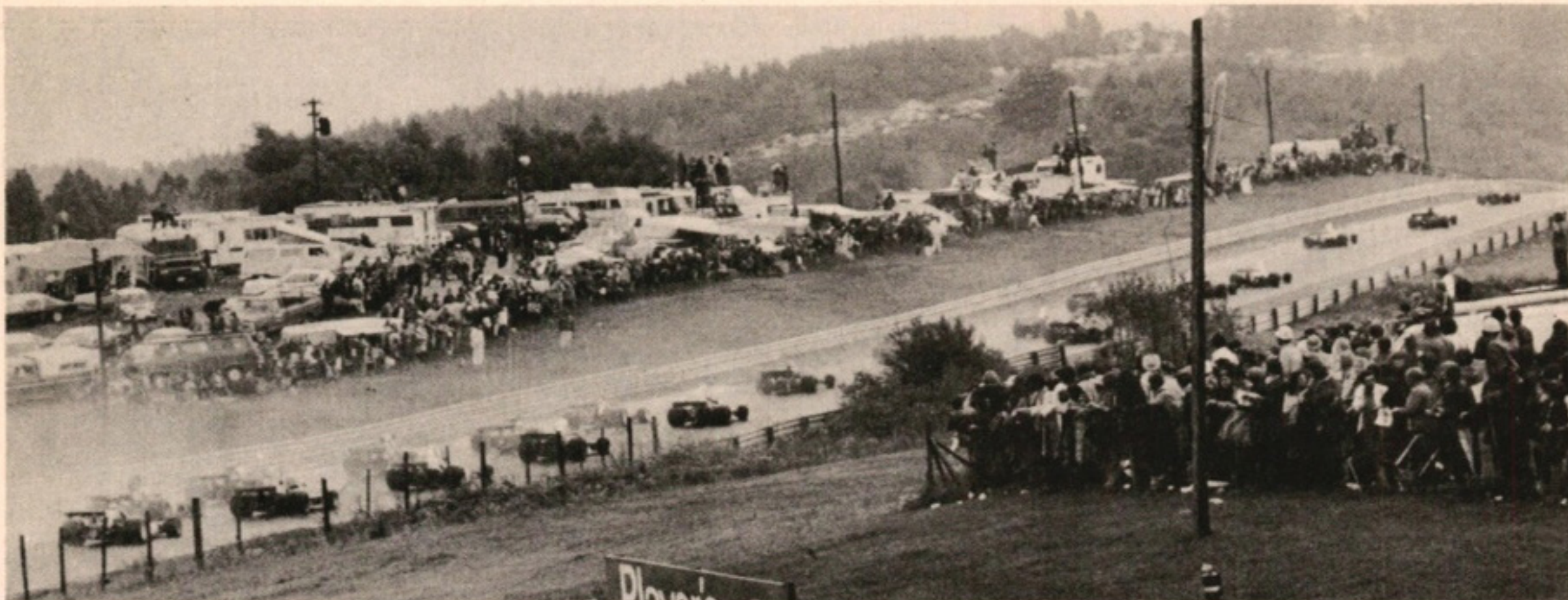
Mosport is generally a medium speed track, with half a dozen long bends sweeping around and up and down hills, plus a couple of tight angles and an uphill, undulating straight. Some of the bends come closely together so the drivers on the limit have to work like dervishes to get the cars back across the road so as to stay on the limit and not fall over it at the next bend; all the while the suspensions are chattering and refusing to grip the road reliably and the over-eager engines are trying to spin the wheels and the kerbstones close along the narrow road are frequently jumping out to clip the tyres... it's a thread-the-needle of rare quality. From the many grassy banks one can look down on to the cockpits and actually see the superstars earning our money.

With the Championship won—except for the Constructors' title, which was still a contest between Tyrrell and Lotus—the pair of North American Grands Prix were as usual more of an end-of-season exhibition swing than an integral, deadly serious part of the European tour. At the Canadian round especially the atmosphere was relaxed, friendly, and a bit rustic. It didn't really seem to be a race that mattered very much. Quite refreshing actually.

ENTRY

The logistics of packing up to go to America but a few days after arriving home from Italy meant that nobody had time to produce much of anything new. Even the Italian team brought only one car, a single B3 "Mk II" for Arturo Merzario. Emerson Fittipaldi still had only one chassis to use while Ronnie Peterson had his usual pair of John Players, but both Elf Tyrrell and Yardley McLaren took the opportunity of putting third drivers in their spare cars. Joining Jackie Stewart and Francois Cevert (following the untimely motorbike accident of Depaillier) was Chris Amon, while Jody Scheckter took his occasional place alongside Denny Hulme and Peter Revson. On none of these machines was anything significantly new, although Stewart's 006/2 was initially rigged out in "0072" configuration for a serious test. After a Friday which produced little but confusion and an inferior lap time, he switched it back to normal for Saturday; Amon was constrained to remain with the chisel-nose form because the team hadn't enough bits to give him anything else.

One had to go down the list to Brabhams before finding anything unfamiliar, and this was merely an experimental new shape of engine airbox. The three drivers here were likewise familiar, Rolf Stommelen again using



Pace lap: the field file up the hill—note all the spray at the back.

the third car alongside Carlos Reutemann and Wilson Fittipaldi. Graham Hill's Embassy Shadow was as before just as were the two works UOP-Shadows, George Follmer using one of his older chassis while Jackie Oliver had the latest one with its stretched wheel-base. Mike Beuttler's March was as before, but the works had again put Jean-Pierre Jarier into the occasional Purley machine. Hesketh Racing had laboured mightily to equip James Hunt with a new chassis, which bore the same number but lacked some of the detail strengthening tweaks of the one shunted at Monza; it was not equipped with the curious "silly nose" because of the necessity of setting the ride height up on this bumpy circuit; it evidently depends on ground-effect.

Marlboro-BRM had merely three machines for once, but this time they had four drivers. Apparently something Clay Regazzoni had said in print had angered the Bourne management. There was talk too of letters passing between lawyers, but for whatever reason Tim Parnell was instructed to say, "Mr Stanley has decided Regazzoni is to be rested; he hasn't been driving well recently." It wasn't until Clay arrived in Canada on the Thursday that he found out about his "rest"—and neither were the Marlboro people informed in advance. They in fact heard the news first from the Press, and ultimately issued a statement which expressed their surprise, their disgruntlement, and their complete confidence in Regazzoni.

The driver brought in to take the vacant seat was Peter Gethin (whom the Marlboro statement took care to praise also) who had the handicap of "needing to get my eye in" after a complete year out of an F1 car. For Jean-Pierre Beltoise and Niki Lauda, things were as usual—although they could hardly have felt much happiness in their former teammate's being "disciplined" nor confidence in their own futures about the capricious way it was done.

The mood around the Surtees-Fina team was much happier, and both Mike Hailwood and Carlos Pace seemed to feel well-equipped with the cars which have recently begun to go so well. More confident too were the Iso-Marlboro drivers, Howden Ganley being joined this week for one race only by his flat-mate Tim Schenken; more detail tweaks suggested by Ron Tauranac had apparently continued to improve the behaviour of the cars. Finally, the single Ensign was again on hand looking as neat as ever and Rikki von Opel was looking forward to his first race on the Continent of his birth.

PRACTICE

There were supposed to be four sessions, and Friday co-operated by being dry, generally bright, and not unpleasantly cool. Peterson emerged as the fastest man right away, doing a time in the morning of 90 m that, while it

was nowhere close to the existing record (Revson's of last year at 1 m 13.6 s), nobody else equalled it all day. In the afternoon Ronnie for all practical purposes did equal the record (1 m 13.697 s) with a time more than a full second quicker than anything his rivals could manage. The supple suspension of the JPS was as its most effective on the rough old surface and obviously to the naked eye gluing the wheels to the road where other cars tended to skip about a little. The two McLarens of Revson and Scheckter were clearly very good as well, but it was not teammate Hulme who stayed with them (he spent most of the day having his final-drive replaced) but Reutemann's nimble little Brabham.

Jody made an interesting remark about the nature of Mosport: he said that whereas one usually gets the best results by a smooth, unflustered, self-controlled driving style, he thought that this one called for a more vigorous approach. "It seems like the harder you drive here the faster you go." James Hunt, having his first experience at the place, offered an additional concept. "It's a difficult place to learn. Normally to find out how to go round you just chuck the car into the corners over the limit and sort it out, and that tells you how to do it right next time. But if you try that here you fly off. It takes some learning, this one."

There was a sense of urgency about going well on Friday, for the weather forecast for Saturday was unpromising. Thus the slowness of Hulme, and of Emerson F. whose car had developed a "pulling to one side — that's

usually a trick for Saturday" was a bit worrying to them. This is another of those many circuits where overtaking is a problem.

Saturday in fact was a replay of a day 364 days before: last year's raceday, when thick fog moved in on the Mosport hilltop and so limited visibility between marshals' posts that no one dared take cars onto the track in company. After a long time waiting, and a long time meeting in some confusion (take a racer out of his race car and he generally reverts to childhood) anyone who cared to take part was allowed out for a few untimed laps one-at-a-time. There have not been many wet sessions this season, and certain people with close ties to one or another of the tyre companies made as much use of the opportunity of trying different rainwear as possible.

Just as last year, around three in the afternoon the fog suddenly lifted like a stage curtain. Everyone fired up and set out for two and a half hours of good solid practice on a drying track with cool temperatures. It was obvious that the surface, which still had wet patches in shaded areas, was perhaps a second slower than the day before, but at least there was a good chance to settle the grid order on a more equitable basis.

Again Ronnie was quickest and by a wide margin, using his spare car exclusively, but this time Emerson got his car properly sorted out and came through to be second fastest of the day. To watch the just dethroned champion fling his little car around was great sport. It was obviously handling exactly right, he could do anything with it he pleased, hurl it bodily at corners, plant his foot hard down

The pace car leads Ganley (by mistake), Stewart and Fittipaldi.





CANADIAN GRAND PRIX
1st PETER REVSON

BRITISH GRAND PRIX
1st PETER REVSON

SWEDISH GRAND PRIX
1st DENNY HULME

CHAMPION  **GOODYEAR LUCAS**  **FERODO** Lockheed  **BORG & BECK**



Jean-Pierre Beltoise leads in close company with Jackie Oliver's Shadow and Emerson Fittipaldi at about half distance.

in the middle without losing the tail, and by the end of the day he was giving a magnificent demonstration of just why there are only a few human beings in the world that can qualify to be champion. Some drivers try very hard and the car lurches all over the road, just ahead of them; Fittipaldi at this day and place was forcing his Grand Prix machine as hard as he personally could go and keeping just ahead of it.

That Cevert came up to third best of the day was an excellent job as well, his Tyrrell beating all three of the McLarens by a small but distinct margin. Stewart was not as quick, but he was one of the few drivers to improve, and that probably laid to rest all of Derek Gardner's ideas about chisel noses and side radiators. Amon by contrast did only about the same sort of time as the day before, in the context of the track being slower. The blue cars were all as reliable as usual, although at one point Stewart's fire extinguisher set itself off as it had in Holland, and at another point the car itself snapped so far sideways over a bump on the straight that it got away from the newly throned champion and dinged both its ends on the guardrail. The damage was slight and he was soon out once more, but was never fully pleased with his handling. "It's all a bit front-and-rear, a bit inconsistent."

The McLaren drivers were a bit displeased as well, none of them thinking the cars were quite right. Scheckter spoke of understeer and wheelspin both, while Revson had a spin on the last timed lap of the day.

Merzario had shunted his Ferrari on Friday, destroying the nosepiece and crumpling much of the cladding on one side of the single B3, and incidentally giving his helmet such a crack on the roll-bar stays that he went unconscious for a few minutes. He thought something had broken at the front. The next day he just was not fast at all—his grid time was his last lap of the day, and obviously represented a real banzai effort. All three Brabham men by contrast seemed very pleased with their cars, none of them having any complaints at all; they sounded almost like a Brabham fan club in fact. Reutemann did have an opportunity to follow Peterson at one point, and noticed the JPS seemed to be much quicker out of one specific long corner where the BT42 was less able to get its power down. Oliver was doing an impressive job and so in fact was Hill, both Shadows seeming to go better than ever before. Graham's major trouble was a gear selection difficulty which cropped up in the last 15 m of Saturday, while Oliver was handicapped for a while by clutch, brake and wheelbearing troubles. Follmer had gone very

well on Friday, up in company with a handful of stars and this despite a foul-up on the tyre supply end of things, but Saturday wasn't as successful.

Hunt was suffering a bit from "jet lag" and didn't electrify during practice as one might have expected the young superstar to do. His Lordship attacked some of the problem by "taking away his girls promptly at 10 pm" and by the end of Saturday James had tuned out most of his understeer and was going well enough to start worrying about gear ratios; "When he starts going on about gearing," smiled Harvey Postlethwaite, "we know it's beginning to come right!" There was a frightening spin at one point when another Melmag wheel broke. Beuttler was also going quite well, although there was a delay out on the circuit with fuel system trouble. Jarier had a worrying crash on Friday when he and Revson got tangled up together in the fast first turn, and not only did both ends of the March get bent but the newly installed, much too tall kerbing tore off an oil pipe under the engine. The next day time was lost with a water leak.

The BRM mechanics were gratified that they had few problems to fix on all three cars, although they had to give Lauda a second engine as an experiment to see if new thicker

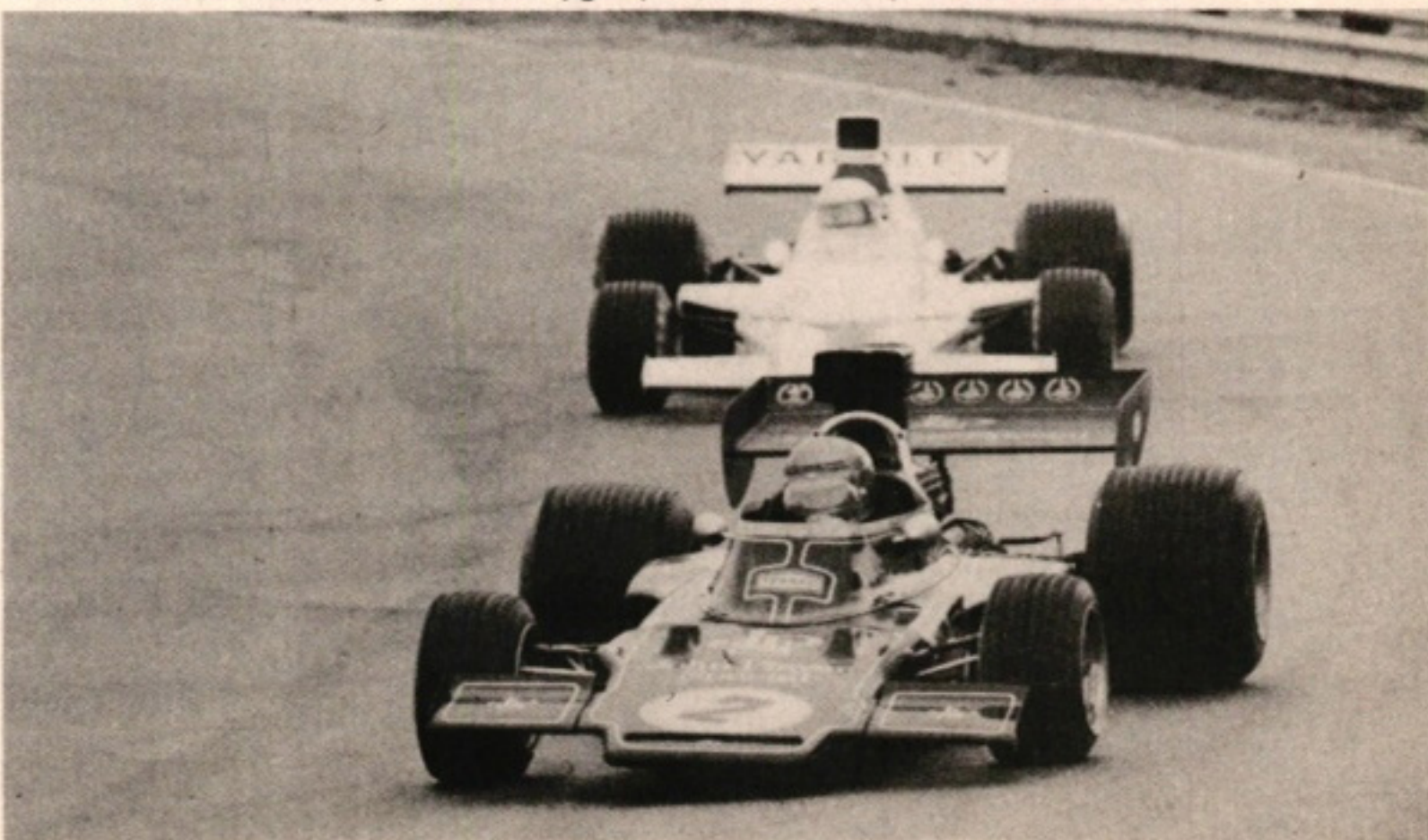
cylinder liners might stiffen things a bit; this stopped 15 minutes from the end of last practice when an electrical plug came adrift. Gethin in his "new" car was taking things sensibly, playing himself back into this ultra-sensitive type of car and finding that after a year's lay off, "This isn't really my blood group at the moment!" For once it was Hailwood who was having the better Surtees day, doing "more laps today than in the last four meetings put together" although on Saturday he let the tyres slip out of the dry groove and shunted the rail in turn one. Pace at first found his car was set up completely wrong and that the engine was down on power, but did manage to improve on his Friday time on his last lap of Saturday's practice. The two Iso drivers were not reaping a lot of advantage from any changes to the cars, saying the handling seemed inconsistent and the actual adhesion was inferior; Schenken had to stop with a halfshaft broken. Von Opel had a number of little things go wrong, including a baulky ball valve in his fuel system, and the Ensign was not as impressive as it has been in earlier races.

What with the long delay and the rather slippery track there was an impression on Saturday night that very little had actually gone wrong with the 27 racing cars (counting Peterson's two) that had been used, which was a pleasant change. Most mechanics actually got home rather early that night, which was lucky because it was cold and damp. In the morning there wasn't any fog but there was rain, lots and lots of heavy pouring. The morning there wasn't any fog but there was rain, lots and lots of heavy pouring rain. The cars that went out six of them spun off the road! Peterson spun, Scheckter and Hulme both spun, and Reutemann, Hunt and von Opel spun. There were various amounts of damage to fix, except for the damage to Ronnie's car which was severe enough at the front to be a job for Norwich. It so happened that it was his training car, chassis 8, which he was using to try out tyres and suspension/wing settings, so it didn't affect his starting the race. (Of course, both his cars had been fastest in practice.) A seventh car came to a stop on the course during the short, lurid, streaming wet period, and it was Cevert's although he didn't spin. What had stopped him was another fire bottle going off by itself. Curious, and unsettling—it prevents the driver seeing, you see. . . .

RACE

The start was given just under an hour late. The track was still glistening wet from a recent shower and, although there were bright patches in the sky, there was enough dark cloud to windward that everyone decided

Ronnie Peterson and Jody Scheckter fight for the lead early in the race.



He's almost back where he belongs.



EMERSON FITTIPALDI DRIVER OF THE JOHN PLAYER SPECIAL.

Emerson Fittipaldi came second in Sunday's Canadian Grand Prix.

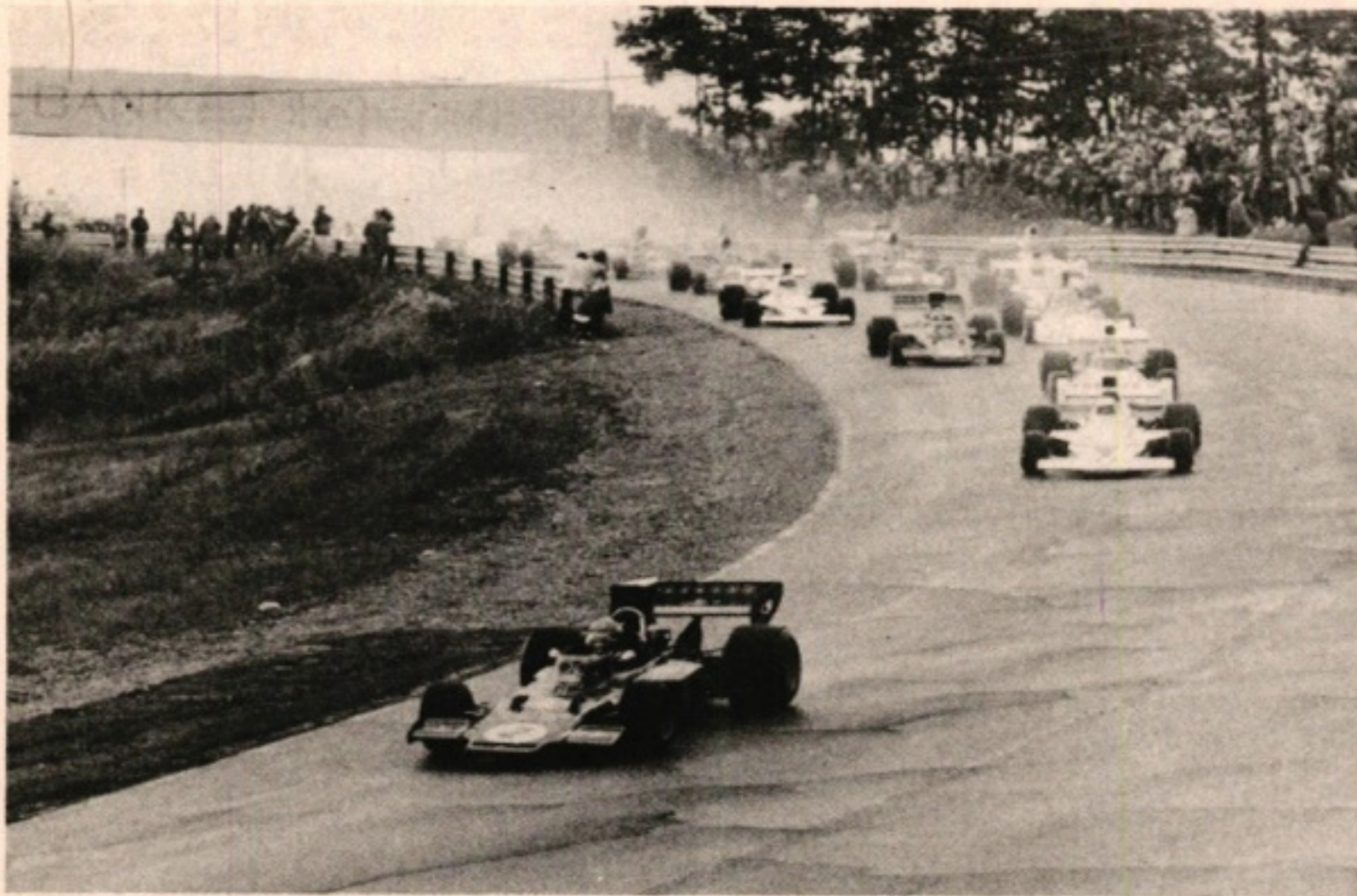
It's not his best result by a long way.
But it means he's still up there with the best of them.
And he's done it on ordinary Texaco petrol and Havoline oil.

The same petrol and oil that you can get at Texaco stations everywhere.

And the same Texaco petrol and Havoline oil that took him to the top of the world championship last year.

Now that's exactly where he belongs.





The first lap and Peterson already has a few yards lead over Scheckter with Reutemann next, Emerson Fittipaldi and the rest.

without question to keep rain tyres fitted and wing angles steep and anti-roll bars disconnected. Several drivers had open-faced helmets with bubble visors, and Hulme sported a pretty gold-plated visor with electric wires leading to it from a battery pack. It looked like being that sort of race—the first this year.

Peterson took advantage of his front-row position to practice a full blooded standing start from the dummy grid, but when the race actually started he and Revson sat with greasily spinning wheels and slowly moved off exactly together. Reutemann from the second row was earnestly trying to squeeze between them, while Scheckter's McLaren was jammed into the same space. Meanwhile Stewart was making his usual good start and quickly eliminated much of the spray problem by overtaking many of the spray-generators ahead of him; his start was however overshadowed by that of Niki Lauda who was off as if on a dry track and, as everyone scrambled around the narrow swerves, moved up from his fourth row spot into third by the end of the lap. Already everything was scrambled, as Revson and Reutemann had fallen well back; it was Peterson leading by the thickness of a film of mud from Scheckter and Lauda, with Fittipaldi and Stewart into yet another of their many duels a bit behind.

It was obviously the Niki Lauda show today. There were two other Firestone-rain-tyre-shod V12 BRMs in the race but only his was going like a race leader; it took him only four laps to become the race leader in fact and on the next lap he pulled out four, count them, four seconds and repeated the feat by a further three seconds next time! It was all over for the others, hopeless, no chance at all—providing the track conditions stayed the same. Of course, the track conditions weren't likely to stay the same, for the sky although threatening was threatening emptily. The passage of the 26 cars lap after lap began to dry the line visibly.

Actually, Stewart and Scheckter were the first to suffer. They happened to have the same kind of Goodyear rain tyre, and as the surface went from wet to damp they began to lose ground. Presently Peterson and Fittipaldi were left all alone together; they closed up (Ronnie's car was oversteering whereas Emerson's was handling just about perfectly, they said later) and but for the spoiling presence of the red-and-white Marlboro car well out ahead it looked like the black-and-gold races of Italy and Austria.

Lauda was in fact still gaining ground for the first dozen laps, and he was holding as much as 23 s on Peterson until the 15th lap. But then it started to go to pieces. On the 16th lap he suddenly lost 4 s, presumably because of both the drying track and back-markers. Perhaps the JPSs would catch up the BRM at the same rate it had escaped.

But something else escaped first: the air in Peterson's left rear tyre. "It was oversteering really badly anyway, but then in the middle of the first turn the car suddenly jumped sideways and I saw the back end come up by me." The chassis scraped up over the kerbing, tearing loose one of the rear torsion bar links, and also smacked the guardrail a glancing blow; Ronnie tried to drive on around but only went a few hundred yards before parking and walking back.

There was still Fittipaldi to harass Lauda, and he was now gaining at such a rate that at lap 20, quarter distance, Niki gave up and pulled off into the pits just eight seconds

before Fittipaldi came round. The crewmen fitted the BRM with intermediate tyres to replace its full-wets and sent it out again just behind Reutemann having only fallen to eighth place.

That made it Fittipaldi clearly leading now, but it was Oliver who had worked up into second place from Cevert and Scheckter. The Shadow was being driven with great verve and was but 5 s behind the JPS. But this was not a stable part of the race. The great rash of pit stops was about to begin as everyone began to resign themselves to the absolute need to change over to slick tyres.

Great traffic jams built up as drivers veered off into the pits, the established order altered by wholesale amounts, and within only a couple of laps almost everyone's lap chart "blew up." This was the point at which most people threw up their hands and threw away their charts. Those who didn't do it at this point had only another few moments to carry on.

On their 33rd laps, having both stopped to change to slicks and having rejoined to rush around in company, Scheckter and Cevert came together side-by-side in the second turn—the same place where Ickx collided with Stewart in 1969. The results were a bit more harsh this time, with damage to both chassis from crunching into the rail. Francois pulled himself out of his crumpled footwell and went running along to where Jody was standing brushing himself off, and their confrontation lacked enough cordiality that marshals felt it necessary to step between them. . . .

There was debris on the road, and anyway one of the original ideas of the "pace-car rule" is that any "contact" should automatically bring out the pace car. There were also two ambulances on the track (Cevert was brought back in one to have his injuries checked; these seemed to be little but pulled tendons in both legs) and the corner workers who wanted to remove the abandoned cars felt menaced by the onrushing survivors. Most people agreed later that it was one of the envisaged situations when the pace car was a good idea. What was wrong was that it took some three laps before it came out. And when it did finally appear, it got in front of the wrong car.

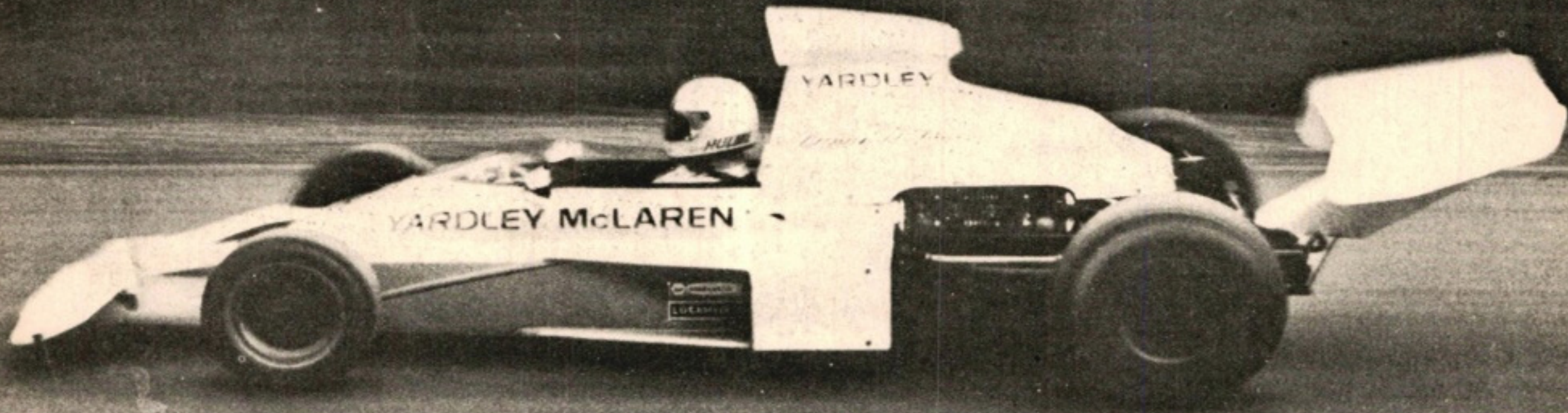
Suddenly Howden Ganley found himself running around behind a yellow 914. He hadn't reckoned himself the leader and gave a couple of amazed "who, me?" signals. Peter MacIntosh in the passenger seat radioed back to the startline officials a total of three times, but each time the answer was, stay

Reutemann leads Ganley in their midfield dice, while Hill's Shadow is about to stop in the pits.



Yardley-McLaren win the 1973 Canadian G.P.

Nought to a hundred: 6.5 seconds.



A hundred to nought: 3.7 seconds.

If we can stop the Yardley McLaren this quickly, imagine what we can do for your car.

Denny Hulme's McLaren M23 is fitted with a 465 bhp. engine which, with the help of a Borg and Beck clutch, takes it from rest to 100 m.p.h. in 6.5 seconds.

To stop it in around half that time, it's fitted with Lockheed brakes, designed specifically to match its weight and performance.

There are also Lockheed brake replace-

ments (with a 12-month warranty) to match the weight and performance of very nearly every car on the road.

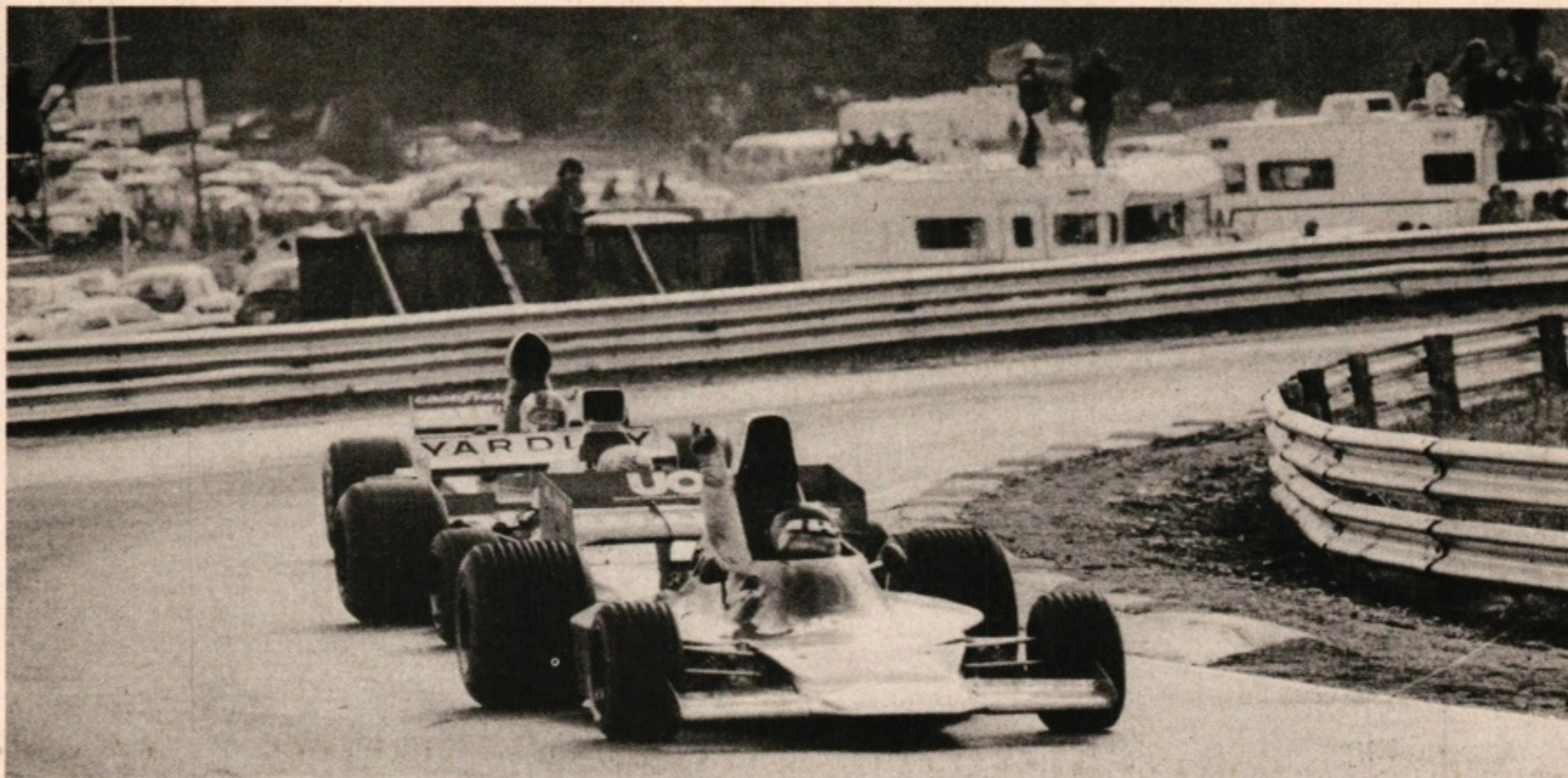
And chances are that includes the car you drive.

No matter what it is. No matter how fast it goes.

AP Lockheed Brakes

Fit them and see how fast you stop.





Oliver signals his intention to pit for slicks, ahead of the ill-fated Scheckter/Cevert battle which only lasted a couple more laps.

ahead of number 25. Quickly everyone else ran on around the track and joined the queue. Some of them stopped at the pits and rejoined again, complicating with finality any final attempts at keeping an accurate lap chart. Nobody agreed on the order, not the teams, not the officials, not the commentators, not the puzzled workers high above the tower who were putting numbers in slots to "inform" the spectators of the first four places. They changed their minds about as often as the pace car came round.

"But as they thought I was in front I decided perhaps I'd better try to stay there," said Howden later, and when the green flag finally unleashed the race again the Iso in front of Fittipaldi and Stewart stayed there. It stayed there for another lap, and another, and another . . . "I've never driven so hard in my life," said Howden. "I began to puff so hard I was having trouble breathing!"

Emerson did make it by, and then Stewart followed him. The JPS began pulling away, Fittipaldi driving with the same incredible energy as in practice. There was a school of thought in the pits that it was Oliver who was now leading, the Shadow tyre change having gone off more quickly than the Lotus;

in the queue behind the pace car Fittipaldi was ahead of Oliver, which meant (if the theory was right) that he was actually the better part of a lap behind. There were still almost 40 laps to go and perhaps a tremendous effort would salvage it for Emerson.

That was the thing to watch, and watching it captured all attention. The JPS was gaining ground, but not by a lot—except for a couple of intermittent problems with the Shadow. Some time was lost in traffic, particularly as Ollie tried to get around Beltoise—who was at the time actually leading, it turned out later, so it wasn't censorable for Jean Pierre to fight back!—and another was a sudden case of stuck-shut throttle. On one crucial lap Oliver came up by the pits practically crawling, trying to free his pedal, and a couple of cars blasted by. One, although he was too busy to notice (Ollie said later that he had no memory of Revson passing him) was McLaren number 8.

The Shadow was holding its own to the extent that had it not experienced those erratic delays the JPS would never have made it. But Emerson, every lap a triumph of fabulous full-blooded slides, was carving off whole seconds. Not half a dozen laps from the

scheduled end it was up into the slipstream and then, as Oliver said, "Once he had me in his sights it was all over, nothing would have held him back then." The Shadow was running too much wing angle to be fast up the straights (part of the delay in the Lotus pits earlier was spent setting Fittipaldi's wings down) and with just one and a quarter laps to go Emerson blew by on the long uphill straight. Jackie fought back and the pair went into what their pits were signalling was the final lap still nose to tail. They came hurtling up the hill again still close together, slung through the final curves, and slid out on to the pits straight towards the finish line not 2 s apart. As Emerson rushed up toward the Lotus pits Colin Chapman stepped out into the track and, with a gesture of real exuberance, threw his cap high into the air.

The official in the flying bridge opposite watched the cap curiously. He was holding the chequered flag, but not showing it. He turned to look up the track, watching for another car. The cap lay in the track, being pummelled by onrushing racing cars.

A tight cluster of cars shot around into view. It was Stewart ahead, still holding nothing more than the 2 s advantage on Ganley he'd gained after passing so many laps before. Howden was still holding the Iso in front of Hailwood's Surtees, Revson's McLaren, and Hunt's March. These four had been slithering around in a furious bunch absolutely nose to tail for the whole period since the pace car, and here they went down to the line as close and hard as ever. After all, who knew what positions they were really fighting for. Best keep boots stuck well in. They blasted as one under the bridge—where the man with the chequered flag waves it vigorously at one of them—at Revson. A moment later he waved it again, as Fittipaldi and Oliver completed another searing full-racing lap. Their 81st? Then the first lot of finishers came haring round as hard as before. Their 81st? 82nd?

As he slowed down and neared the pits again, Emerson was ushered into the fenced-off victory area below the tower. Then, a moment later, Revson arrived and he too was beckoned into the enclosure. They both climbed out and took off their helmets and smiled around uncertainly. What was going on? Who had won?

A small but extremely active flock of

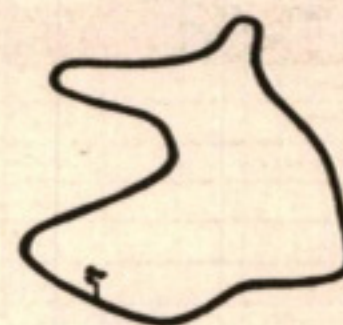
Amon race debuts the Tyrrell wedge nose, ahead of James Hunt and the Isos of Ganley and Schenken.



Continued on page 18

RACE CANADIAN GRAND PRIX

DATE AND CIRCUIT	SEPTEMBER 23, 1972. MOSPORT PARK, ONTARIO.		WEATHER WET TRACK. DRYING LATER.	
LENGTH	80 laps of 2.459 mile circuit. 196.7 miles.			
CATEGORY	FORMULA 1. WORLD CHAMPIONSHIP ROUND 14			
NO. of STARTERS	26	FINISHERS		17
WINNER	P. REVSON	in	McLAREN-FORD M23	av. speed 99.130 mph
FASTEST LAP	E. FITTIPALDI	in	JPS-FORD 720 no. 1	on lap -- in 1 min. 15.49 sec. -
EXISTING LAP RECORD	J. STEWART	in	TYRRELL-FORD	in 1 min. 15.7 sec. 117.568 mph.
PREVIOUS YEARS RESULT	J. STEWART	in	TYRRELL-FORD	at 114.282 mph.



ENTRIES

ENTRIES				FUEL OIL	TYRES	CHASSIS	ENGINE	
NO.	DRIVER	CAR	ENTRANT					
1	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAVOLINE	GOOD	72D-7	DFV 130	
2	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAVOLINE	GOOD	72D-6	DFV 118	RACE CAR
2T	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAVOLINE	GOOD	72D-8	-	USED SAT. PRAC. AS 2.
4	A. MERZARIO	FERRARI 312 B3S	S.p.a. FERRARI S.E.F.A.C.	SHELL SHELL	GOOD	312 B3S 011	Type 312.	
5	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF ELF	GOOD	006/2	DFV 131	
6	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	ELF ELF	GOOD	006	DFV 120	
7	D. HULME	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF GULF	GOOD	M23-1	DFV 099	
8	P. REVSON	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF GULF	GOOD	M23-4	DFV 096	
9	R. STOMMELEN	BRABHAM-FORD BT 42	CERAMICA PAGNOSSIN-TEAM MRD	FINA CASTROL	GOOD	BT 42-6	DFV 093	
10	C. REUTEMANN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	YPF YPF	GOOD	BT 42-3	DFV 095	
11	W. FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	FINA FINA	GOOD	BT 42-5	DFV 111	
12	G. HILL	EMBASSY-SHADOW DNI	EMBASSY RACING	ESSO ESSO	GOOD	DNI-3A	DFV 135	
15	M. BEUTTLER	MARCH-FORD 731	CLARKE-MORHAUNT-GUTHRIE-DURLACHER	FINA SHELL	FIRE	731-2	DFV 094	
16	G. FOLLMER	UOP-SHADOW-FORD DNI	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DNI-2A	DFV 125	LONG W/B CAR.
17	J. OLIVER	UOP-SHADOW-FORD DNI	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DNI-6A	DFV 124	
18	J-P. JARIER	MARCH-FORD 731	MARCH RACING	- STP	GOOD	731-1	DFV 143	
19	P. GETHIN	BRM F160 E	MARLBORO-BRM	FINA DUCKHAM	FIRE	F160 E-09	142-017	
20	J-P. BELTOISE	BRM F160 E	MARLBORO-BRM	FINA DUCKHAM	FIRE	F160 E-07	142-020	
21	N. LAUDA	BRM F160 E	MARLBORO-BRM	FINA DUCKHAM	FIRE	F160 E-05	142-008	
23	M. HAILWOOD	SURTEES-FINA TS 14 A	BROOKE BOND OXO-ROB WALKER-TEAM SURTEES	FINA FINA	FIRE	TS 14A-04	DFV 083	
24	C. PACE	SURTEES-FINA TS 14 A	BROOKE BOND OXO-TEAM SURTEES	FINA FINA	FIRE	TS 14A-05	DFV 078	
25	H. GANLEY	150-MARLBORO 1R	FRANK WILLIAMS RACING CARS	FINA FINA	FIRE	1R-03	DFV 924	
26	T. SCHENKEN	150-MARLBORO 1R	FRANK WILLIAMS RACING CARS	FINA FINA	FIRE	1R-01	DFV 132	
27	J. HUNT	MARCH-FORD 731	HESKETH RACING	FINA DUCKHAM	FIRE	731-3	DFV 146	NEW CAR AFTER MONZA ACCIDENT
28	R. VON OPEL	ENSIGN-FORD MN	TEAM ENSIGN	BP DUCKHAM	FIRE	MN-01	DFV 137	
29	C. AMON	TYRRELL-FORD	ELF TEAM TYRRELL	ELF ELF	GOOD	005	DFV 100	
0	J. SCHECKTER	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF GULF	GOOD	M23-2	DFV 138	

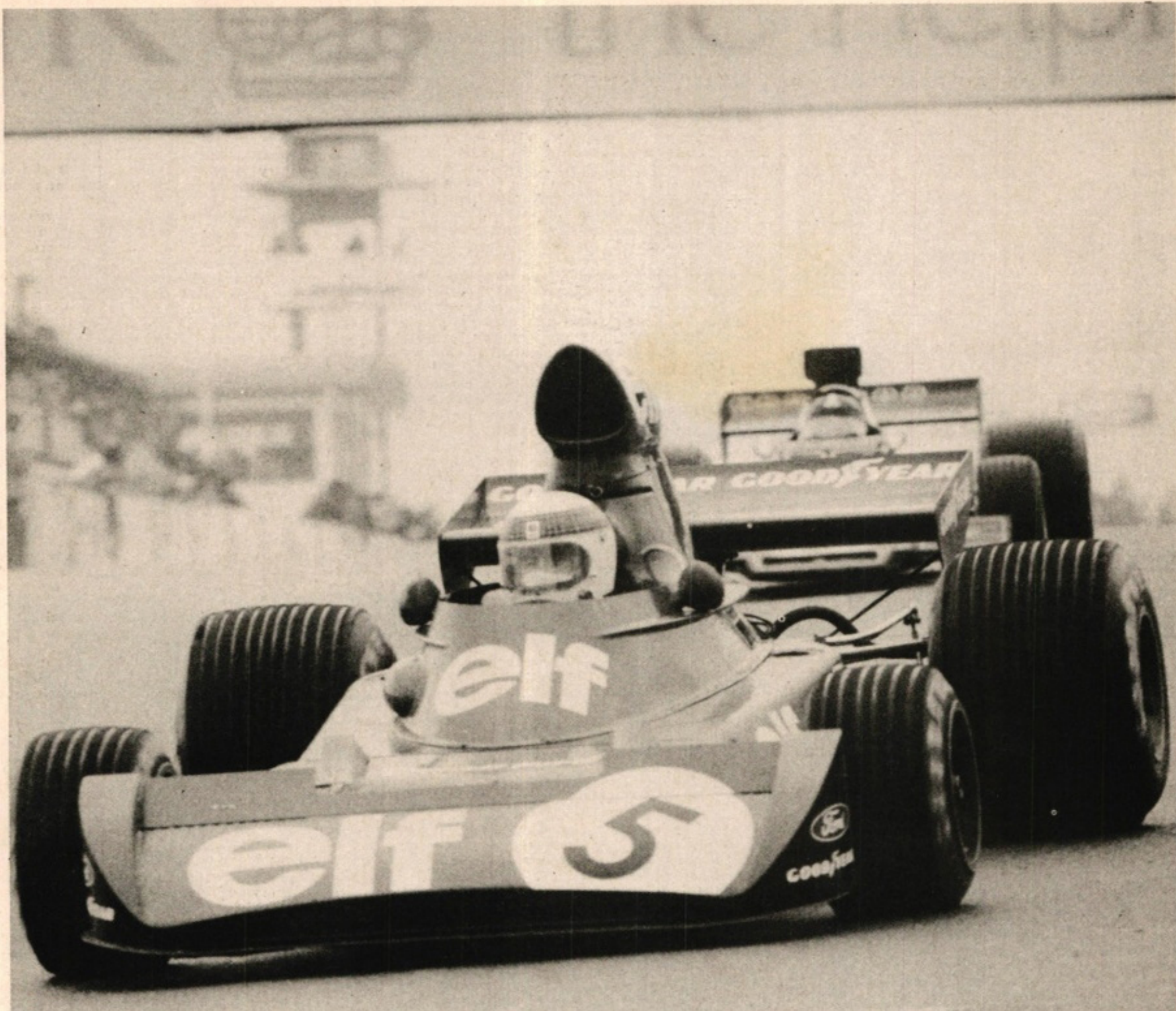
RESULTS

POS.	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.	
1	8	P. REVSON	McLAREN-FORD M 23	80	1h. 59m. 04.083 s.	228.130 mph.	LOCK	FER	KONI	HEW FG 400 A	CHAMPION	LUCAS	LUCAS
2	1	E. FITTIPALDI	JPS-FORD 72D	80	1h. 59m. 36.817 s.		GIRL	FER	KONI	HEW FG 400 A	CHAMPION	LUCAS	LUCAS
3	17	J. OLIVER	UOP-SHADOW-FORD DNI	80	1h. 59m. 38.588 s.		LOCK	FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
4	20	J-P. BELTOISE	BRM P160 E	80	1h. 59m. 40.597 s.		LOCK	FER	KONI	HEW Type 1G1	CHAMPION	LUCAS	MARELLI DINOFLEX
5	5	J. STEWART	TYRRELL - FORD	79			LOCK	FER	ARM	HEW FG 400 A	MOTORCRAFT	LUCAS	LUCAS
6	25	H. GANLEY	ISO-MARLBORO IR	79			LOCK	FER	KONI	HEW FG 400 A	CHAMPION	LUCAS	LUCAS
7	27	J. HUNT	MARCH - FORD 731	78			GIRL	FER	KONI	HEW FG 400 A	MOTORCRAFT	LUCAS	LUCAS
8	10	C. REUTEMANN	BRABHAM-FORD BT 42	78			GIRL	FER	KONI	HEW FG 400 A	CHAMPION	LUCAS	LUCAS
9	23	M. HAILWOOD	SURTEES-FINA TS 4A	78			LOCK	FER	KONI	HEW FG 400 A	MOTORCRAFT	LUCAS	LUCAS
10	29	C. AMON	TYRRELL-FORD	77			LOCK	FER	ARM	HEW FG 400 A	MOTORCRAFT	LUCAS	LUCAS
11	11	W. FITTIPALDI	BRABHAM-FORD BT 42	77			GIRL	FER	KONI	HEW FG 400 A	CHAMPION	LUCAS	LUCAS
12	9	R. STOMMELEN	BRABHAM-FORD BT 42	76			GIRL	FER	KONI	HEW FG 400 A	CHAMPION	LUCAS	LUCAS
13	7	D. HULME	McLAREN-FORD M 23	75			LOCK	FER	ARM	HEW FG 400 A	CHAMPION	LUCAS	LUCAS
14	26	T. SCHENKEN	ISO-MARLBORO IR	75			LOCK	FER	KONI	HEW FG 400 A	CHAMPION	LUCAS	LUCAS
15	4	A. MERZARIO	FERRARI 312 B33	75			LOCK	FER	KONI	FERRARI 312, 2 axle	CHAMPION	LUCAS	MARELLI DINOFLEX
16	12	G. HILL	EMBASSY-SHADOW DNI	73			LOCK	FER	ARM	HEW FG 400 A	MOTORCRAFT	LUCAS	LUCAS
17	16	G. FOLLMER	UOP-SHADOW-FORD DNI	73			LOCK	FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO.	DRIVER	CAR	LAP	REASON	CHAMPIONSHIP POINTS		
					<u>DRIVERS</u>		<u>MANUFACTURERS</u>
19	P. GETHIN	BRM P 160 E	5	ENGINE BELT.	J. STEWART	71	JPS-FORD
2	R. PETERSON	JPS-FORD 720	16	PUNCTURE.	E. FITTIPALDI	54	TYRRELL-FORD
15	M. BEUTTLER	MARCH-FORD 731	20	ENGINE BLOW-UP.	F. CEVERT	47	McLAREN-FORD
6	F. CEVERT	TYRRELL-FORD	32	ACCIDENT WITH SCHECKTER.	R. PETERSON	43	BRABHAM-FORD
0	J. SCHECKTER	McLAREN-FORD M 23	32	ACCIDENT WITH CEVERT.	P. REVSON	36	FERRARI
21	N. LAUDA	BRM P160 E	62	BROKEN FINAL DRIVE PINION.	D. HULME	23	MARLBORO-BRM
24	C. PACE	SURTEES-FINA TS 14A	72	BROKEN WHEEL	C. REUTEMANN	12	UOP-SHADOW-FORD
					J. ICKX	12	MARCH-FORD
					J-P. BELTOISE	9	SURTEES-FINA
					J. HUNT	8	ISO-MARLBORO
					C. PACE	7	MARTINI-TECNO
					A. MERZARIO	6	
28	R. VON OPEL	ENSIGN-FORD MN	68	RUNNING AT FINISH, BUT UNCLASSIFIED.	G. FOLLMER	5	
18	J-P. JARIER	MARCH-FORD 731	71	RUNNING AT FINISH, BUT UNCLASSIFIED.	J. OLIVER	4	
					A. DE ADAMICH	3	
					W. FITTIPALDI	3	
					N. LAUDA	2	
					C. REGAZZONI	2	
					C. AMON	1	
					G. VAN LENNEP	1	
					H. GANLEY	1	

AUTOSPORT



Champion Jackie Stewart officially led the race for one lap before making his pit stop; he finished fifth, one lap down.

Continued from page 15

spectators all sunburn and hair and delirious joy, came running waving Brazilian flags; they know who had won. But amid the waving and shouting and singing, the officials handed the trophy to—Peter Revson!

It was party time. Everybody packed up and went back to the garage talking of nothing else. "Hey, who *did* win?" everyone asked. The Lotus team manager said, "We're waiting to find out so we can lodge a protest." Revson said, "I know who won, you can congratulate me right now." (But members of his team said, "We hadn't a clue by the end, all our charts had blown up!") Meanwhile the Shadow people were huddled in discussion, their faces showing earnest doubt.

A rainbow broke out in the eastern sky against the dark clouds, and somebody suggested, "Why don't they race to the end of it and whoever gets there first gets the trophy." The BRM manager said, "Niki drove a good race, give it to *him*." (The only thing wrong with that idea was that Niki's car had quit finally, after a second stop to change to slick tyres, with its final drive gone.) Mike Hailwood said: "I drive bloody hard enough to win, I want it!" (He did,

too, a fine effort.) Ganley looked bemused, obviously thinking, "I wonder if they were right the first time."

Tom Kneebone made the best suggestion of all, "Look, let's give it to Hunt, because Hesketh will throw the best party!"

While the officials laboriously checked all their data, the only constructive thing to do was beaver around and ask the inevitable dreary question, "What broke?" The answer was surprisingly little, as more cars kept running than stopped. Merzario had had another shunt, going off through catch fencing on only the second lap of the race and destroying the second and last nosepiece brought by the team; he had to carry on with bare chassis with giant understeer until a hasty addition of a metal plate gave him medium understeer. Poor Gethin's reintroduction to the GP scene lasted but five laps, when a pump belt broke. Beuttler's engine exploded in a huge way in the middle of the first turn on the 21st lap. Pace had at first a puncture of a front tyre which gave him an awkward moment; and then another Melmag wheel broke at speed on another part of the course and gave him a big moment. He got back to the pits but nothing could persuade him to carry on.

Jarier and von Opel took the flag, but both had lost a lot of time with assorted problems (both had gone off the road and Jarier deranged his gearbox). Follmer had not been able to join Oliver because of recurring front tyre trouble, while Hill's four stops included a time spent adding front brake fluid. Schenken had held seventh at one point but there was trouble with tyres and wheels. Hulme had had a thoroughly miserable race with two separate punctures as well as sticking throttles. All three Brabham engines ran well to the end ("that's a first, you know!") although Stommelen became stuck in fourth gear by the end and Reutemann had to change a blistered front tyre.

Late in the evening the officials announced their findings; the results confirmed the theory that had Revson first from Fittipaldi and Oliver, with Beltoise nearly with them for fourth. The Shadow team entered a protest at that point, but rechecking again finally convinced them that they'd missed a lap of the McLaren and they withdrew the protest. So, many hours after it was due to begin, the "Grand Prix Silly" was declared ended.

Not ended, though, are the other questions—chiefly about the proper use of the pace car. That is a point that needs tightening up.

Chris Amon's F1 hopes

Interview by MIKE DOODSON



Chris Amon: "It's much easier to be enthusiastic when you're successful."

How did you come to make contact with Ken Tyrrell?

Ken called me on Tuesday morning of last week, the day after Depailler had his motorcycle accident. I didn't have to think twice about accepting, because Ken had already spoken to Martini, and in fact they said that they would like me to drive the Tyrrell in Canada and the USA.

Driving the Tyrrell, the first thing that struck me was the sheer punch of the DFV engine. It was so strong that on Saturday morning my neck muscles were sore! I have driven some quite good cars over the past couple of years: the Matra and the McCall Tecno were both reasonable-handling cars, but the DFV just feels fantastic, and if I am going to continue to drive in Formula 1, I have decided that it will have to be a Ford-engined car.

What difference does it make to drive a car with inboard front brakes?

Frankly, I don't think I could tell the difference without doing a full back-to-back test. Maybe there's a slight vibration under heavy braking, through the steering, but that's all.

The big difference with Tyrrell is that it's so nice to be in a team where I can get out of the car—talk to Derek Gardner or to Ken—and know that they are listening, instead of accusing me of not trying hard enough.

Everything happens with Tyrrell. The car's ready for practice, the mechanics know what they're doing, and everybody's working together instead of arguing. That's been the history of my career, and it's been very important to me to have this chance with a really good team.

I haven't made many changes to the car, although I'm running it with the long nose and rear radiators. I think I'm running the roll-bars a bit softer than Jackie or Francois. I didn't really have a good hard go until last practice, but that was on regular tyres, because we're a bit short of rubber. With the softer tyres, I'm sure that I could have got down to a low 1 m 15 s.

Of course, I haven't been able to prove to myself for a long time that I can still drive competitively in F1. I must say that I need a bit of reassurance now and then, and though I musn't kid myself, I do feel competitive in the Tyrrell.

What I need now is four or five good races—not just practice sessions—to get right back in the groove. Not having done much driving this year, my concentration is suffering a bit, and this more than anything is something you can't afford to lose.

What went wrong with the Martini-Tecno deal this year?

Obviously I lean towards the Martini side, because they were the people who employed

me. The dispute had already started when Allan McCall walked out, which he did because there was an obstacle placed in his way, or an argument, whenever he wanted to do something.

At the time, I thought that he didn't understand the Italian mentality, and was being far too rigid. However, struggling along with Tecno myself for about a month afterwards, it became obvious that this was the only way that Pederzani did business, with absolutely no organisation at all.

I spent a lot of time down with Tecno in Bologna in March, April and early May, and found that they'd foul up with the test programmes they'd decided on. The car was never ready on time, for example. I'd get down to the track at eight or nine in the morning, the car would be brought along around midday, and then, when something went wrong with it, they'd pack up and go home around five or six instead of working on it overnight. That meant we'd miss two-thirds of a day's testing. It was hopeless.

I told Pederzani that this was no way to go motor racing, but he said that it was his way. There was no co-operation at all, though his side of the story is different, I'm sure.

Martini didn't interfere at all, except when David Yorke and I asked them to intervene at Monaco. It had all been reasonably amicable up till then, but what brought things to the crunch was that I complained about the engines, and they simply wouldn't believe me.

After Monaco I had a long meeting with Pederzani. I said it would be a good idea to give Sweden a miss, to give them a chance to get some engines together and do some development. He said "Fine, I was going to suggest it myself," and I went back to England.

The next thing I knew was that Martini was on the phone asking me why I wasn't at Bologna testing for Sweden. I said I hadn't been asked, and anyway we weren't going to Sweden because we had agreed not to. Pederzani then completely denied this, and made a great issue of the whole thing, insisting that Martini pay the start money that he would have got for Sweden.

Then he told the whole Italian press that I never went testing. It was rather a bad joke, because I worked out that I had been at Bologna already for 23 days, and in that time we had managed to do 276 miles of testing!

That was the beginning of the end, and Pederzani refused to send the car to Ricard until Martini paid him for the McCall car, which had been his idea anyway.

We carried on with the Fowell (Goral) car, but we never had any good engines for it. It was designed by a man who'd never done a complete car before, and he slipped up on the length of the cockpit, which was very cramped. But it wasn't bad at all, quite stable in fact, and I feel the only time it should have run better than it did was in Austria, where we found that the lay-down radiator was picking up hot air close to the ground and overheating the engine.

Will you try to stay in Formula 1? If you do, will it be with an established team or a new one?

To continue with the sort of stuff I've been driving in Formula 1 would be detrimental, obviously. Although I'm only 30 years old, I first got into racing cars 14 or 15 years ago: this is my 11th season in-and-out of Formula 1 cars, and the 12th season I've spent travelling around the world. After that time the desire—shall we say—gets blunted a little. It's much easier to be enthusiastic when you're successful, so to go off and drive another non-competitive car could mean throwing myself away completely as a driver.

Ideally, what I would like to do is get with Lotus, Tyrrell or McLaren, or perhaps with Brabham. At the moment, I see little chance of getting with one of those teams, and if it becomes plain that I can't go with one of those teams, then I've got to have a serious think about going with my own set-up. I'll only do that if I can do a proper analysis of the situation and prove to myself that it has an even chance of being successful. I hate changing teams, and have never done it out of choice. I persevered with Ferrari as long as I could have been expected to do so.

Would you give March another chance?

Probably there has been too much water under the bridge now. I don't think I ever believed quite 100 per cent of what Max Mosley told me, and it was quite obvious from his actions that he felt he couldn't trust me.

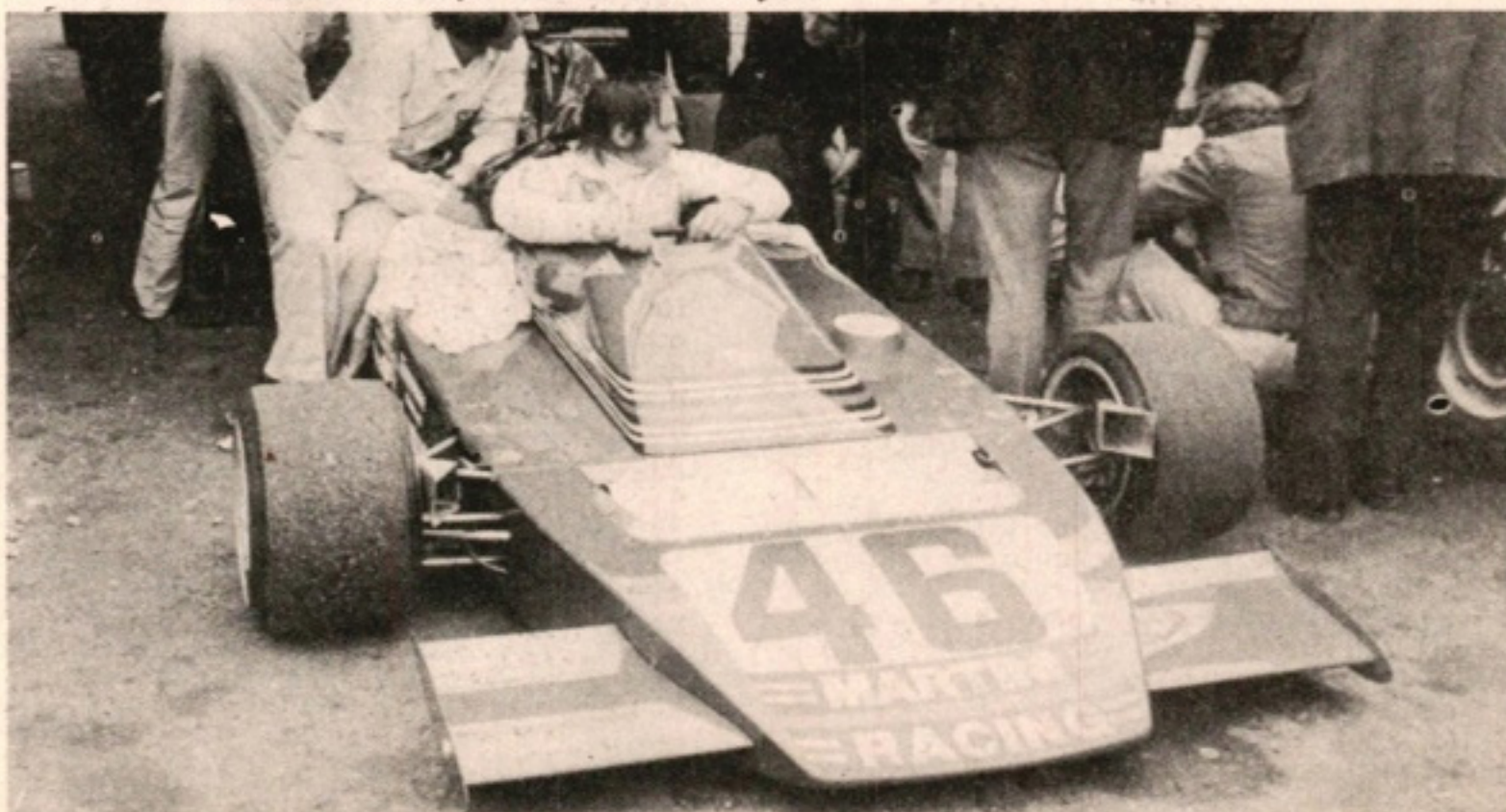
Had I been in England at the beginning of this year, instead of in New Zealand, the situation between us then would never have arisen. But anything we might do in the future would have been touched with suspicion, so I don't think it's on.

Will you continue with BMW in touring car racing?

I want very much to carry on with them. It's the first team I've been associated with in six years that I've really enjoyed, and it's given me a completely new outlook on racing. I now find that it can be very pleasant, not a constant battle on and off the track.

If I continue with BMW, I shan't be able to do sports car racing, because there are some clashes. That suits me, because I don't want to have too much on my plate. I tried to do everything in 1969, and it was too much, I got stale. Nowadays I like to have the odd weekend free.

Amon tries the Goral Tecno for size earlier this year.



The Sherry Rally was yet another contender for the disastrous Rally of the Year Award; Chris Sclater, paced on this occasion by Henry Lyddon achieved his first win on an overseas event, by winning eight of the nine stages which were eventually run; the other 21 being cancelled.

Absolutely nothing went right for the Automobile Club of Jerez, (dis-)organisers of the event, who brought disaster after disaster upon themselves through short-sightedness and the inability to make decisions. They got off completely on the wrong foot before the rally even started, their scrutineers failing to appear, Jack Kemsley of the RAC Rally and Cesar Torres from the TAP stepping into the breach. They then received a message from Madrid that their results team would not arrive either so again Jack was approached. Finally the rally did get under way, leaving the ramp in Jerez at 8 pm Wednesday, but that was almost as far as it got. The first two stages were cancelled due to the police refusing to co-operate over road closure. Stages three, four and five were run but at the start of stage six, after the first nine cars had gone through the remainder were held at gunpoint but were eventually let through. Only one of the remaining six stages in the first leg being run, competitors made their way to Puerto for what was to be the longest breakfast halt ever.

The organising committee pondered for hour after hour to find a solution to the police problem which was only prominent in the Province of Cadiz, where it would appear that the police are very anti-sherry, rather than anti-rally, and may well have been spurred on by the vineyard workers who are on strike even though strikes are illegal in Spain. While discussions were still in progress further troubles arose when the police almost arrested the MN photographer for taking pictures of the police and was only saved by the Count who is president of the RAC in Spain. However, after some six hours of deliberation, the decision was made not to abandon the event but to scrub the second leg, go straight to the beautiful coastal resort at Marbella and everything could be all right on the maniana, but it wasn't.

By the end of the long loose first stage the sole course car had three consecutive punctures, so although the three remaining stages in the Malaga province were run, as soon as they crossed back in to Cadiz, the judges decided it was time to call it a day, and drive direct from Algeciras to Jerez. The club was not out of hot water yet, for when the results were published they decided to ignore protests over the last stage which was run and

Richard Wooldridge/Duncan Spence, one of the few happy crews at the finish, drove well and thanks to the organisers finished third. Chris Sclater, below, won eight out of nine stages to win the Sherry Rally convincingly.



SHERRY RALLY

Completely chaotic

on which the first four cars through met a lorry. Chris Sclater clipped it with a rear wing, Harold Morley had to back up and Luis Netto dropped his Fiat Spider into a ditch. At the appeal judges were divided 2-2 and a further Spanish judge was brought in, the decision going against Morley and Netto, Harold later withdrawing his complaint in order that prizes could be presented.

A very good entry was received for this the fifth international Sherry Rally, though there were several non-starters, including Gilbert Staepelaere in the Belgian "works" RS, which meant Chris Sclater had the services of the Boreham service crew. Also non-starting were the Portuguese Porsches of Giovanni Salvi and Americo Nunes as were three of the Belgian-entered cars and the RS1600 of "The Who" pop group. Chris Sclater/Henry Lyddon were first away in the Kleber-Wheelbase RS1600 and were followed by the Group 5 SEAT of Jorge Babler/Ricardo Antolin. Chris's main opposition was expected to come from this official SEAT and another of Antonio Zanini/Jorge Sabater. After only two stages both the 1800 engined SEATS, with twin vertical Webers giving them 165 bhp and bags of torque, were out. Zanini rolled on the first stage where Babler was second fastest to Chris, and on the second stage of 40 kms over mountain and forest, Babler caught the 3-litre BMW 2002 of the Belgian fruit importer "Pedro," and tried to pass him



in the thick dust. Not managing to pass he stopped, stalling the car and could not restart, due to a faulty battery. Shortly afterwards the Porsche-engined Alpine of Estanislao and Antonio Reverter ground to a halt some 200 metres from them with a broken driveshaft. With the Alpine crew's help they restarted the car, but after a puncture had to limp some 20 kms to their service. Shreds of rubber were removed from the hub and eventually the car was fit to drive, but they were now some hours over the permitted 15 m lateness. Had they known—all time controls were later annulled for the first leg, otherwise the field would have been sadly depleted despite having only covered four out of the scheduled 12 stages to prove that the stages alone would decimate the field without resorting to impossible road sections.

As the frustrated competitors headed for the ill-fated breakfast halt, Chris led by some 3 m, from Harold Morley/Bob de Jong in the brand new Carrera RS. Sporting sponsorship from Hiconsa Renta as well as the usual Hoverlloyd, third and fourth places were held by the two Portuguese ex-works Fiat Spiders of Luis Netto and Jose Carpinteiro, with Richard Wooldridge/Duncan Spence lying an excellent fifth with the Robert Moss Escort TC. Of the 20 British cars that started only four had retired so far, though several more had gone over lateness, but rightly continued.

The second leg eventually being cancelled, Chris again led out of the "Parc Ferme" on the quayside at Marbella to another 30 kms stage towards Ronda, where Morley had a puncture half-way and had to change the wheel dropping him a minute and a half.

Chris set fastest, with the Portuguese Datsun of Mario Figueiredo just behind him, but Mario was another of those to drop time with punctures on the second long stage of the event, so was able to do no better than 13th overall, "Pedro," who had also punctured there, was now going much better but on the final stage before Jimena the rear-suspension collapsed. It was here that the leading drivers met the lorry. The organisers refusing to cancel it dropping Morley from a well deserved second to fourth and Netto from 3rd to 8th.

Richard Wooldridge now moved into 3rd place ahead of Morley, then came the first Spanish crews, Enrique Villar 1.8 Seat 124 Berlina just holding off the quick Ricardo "Rizos" Munoz in an official Gp 1 Simca 1200 S, "Rizos" is the rally correspondent for the Spanish equivalent of AUTOSPORT, AUTOPISTA. He was placed just ahead of the Ancaster Datsun 240 Z of David Franks/Barry Savory. Six further British crews made the finish, Roy Evers, Paul Claydon bringing home the Revolution Wheels Mexico 12th and the Lakeland Motors RS of Tony Stone/David Richards taking 15th, two places in front of the ladies, Margaret Lowrey/Pat Wright, 3 litre Capri. David Higson who took Gerry Phillips along for a very slow ride finished 21st, while the prize for ingenuity must go to the Gp 1 Goodbrooks Fiat 128 of Graham Goodall/John Platt who managed to get themselves classified despite not visiting the control at Algeciras because the rear-suspension was tied on with fencing wire.

So the rally ended as it started, in complete chaos, the despairing sherry sponsors deciding to try again next year and there's hope that this potentially superb rally will again find its feet.

HUGH BISHOP

1. Chris Sclater/Henry Lyddon (Ford Escort RS1600), 10, 878.8; 2. Jose Carpinteiro/Antonio Silva (Fiat Spider 124), 11, 253.6; 3. Richard Wooldridge/Duncan Spence (Ford Escort TC), 11, 371.6; 4. Harold Morley/Bob de Jong (Porsche Carrera RS), 11, 447.3; 5. Enrique Villar/Federico Garret (Seat 124 Berlina), 11, 628.4; 6. Ricardo Munoz/Javier Bueno (Simca 1200 S), 11, 762.4; 7. David Franks/Barry Savory (Datsun 240 Z), 11, 815.0; 8. Luis Netto/Jorge Coentro (Fiat Spider 124), 11, 876.8; 9. "Crady"/Victor Villar (Seat 124 Berlina), 11, 961.2; 10. Pedro Martinez/Guillem Solano (Seat 1430), 12, 054.5.

Purely personal



"just one car catching up on time after a prolonged service stop can produce hundreds of angry road users and disturbed sleep patterns."

By IAN SADLER

New Europeans — same old faults

I've recently been chauffeured through six countries and one principality within a relatively short period of time. Now, without meaning to be hypochondriacal I think I am suffering from that rather modern form of disorientation termed "culture shock." To elaborate on my culture shock—it was not brought about by contrasting societies or by changing money every few hours (and still never understanding more than a few words of whatever language) but by the dramatic changes in driving style as each border customs post receded in the driving mirrors. Acting perhaps as a catalyst was the fact that my driver (my boss—Rallies Editor, John Davenport) used three different cars for our sojourn on the mainland of Europe. Three cars, so what? Well, our conveyances consisted of a left-hand-drive BMW for the London-Dover-London sections, a right-hand-drive Datsun for the main travelling stints to and from Austria and, thanks to the law of averages a left-hand-drive Fiat to follow the rally. It is of less consequence that its crew, one Scot, one Englander, were on Italian plates.

So, feeling quite unidentifiable I made up a driver rating for each. Unfortunately all seemed better than the British standard on motorways. Undoubtedly the Austrians come closest to our own style working from the right, left and middle with complete indifference. There is a very marked difference between weekday driving and weekend driving and I was pleased to see (in a negative sort of way) a typical M1 on-a-Sunday-night scene repeated with even more enthusiasm by hordes of equivalent German trippers and weekenders all charging back to Munich with their Opels and Mercs bumper to bumper in the fast lane—and nothing at all in the right-hand lane. The French, surprisingly, seemed very well behaved, perhaps they keep all their tricks for two-way trunk roads. The old one of the tractor and hay rick just around the blind bend on the wrong side and the other adrenalin charger—the 2CV turning into your path while cold and firing on only one cylinder both seem to have been overshadowed by an alarming new stunt. It's a Renault 4 or Citroën AMI 8 (must be white) coming head-on towards you with flasher winking furiously overtaking at least three more cars than you thought possible before moving over just enough to let you by—provided you will accept the courtesy and use a little of the verge. Just as it passes you can glimpse at the occupants; always a young chap and wife, both smiling happily, plus kids playing about in the back. It just isn't logical.

In the space of just one year the Swiss have deteriorated. They were always slow but now they are becoming quite chronic, driving on main roads at roughly the pace of

local traffic through Edinburgh on a Sunday morning—and that's slow. Also like the Edinburgh folk, heaven help you if you're in the wrong lane in town, they'll nerf you out in slow motion just the same. Of the Belgians, all I can say is I am lucky to be alive. A night run through a corner of the country produced an incident a minute. Best ones being the Taunus running wide out of a bend and threatening to rid at least one Datsun from the roads and a pair of jokers coming off the motorway (at an intersection) after what must have been an exciting run down the wrong carriageway. After the Belgians it was a good feeling to travel up the M2 on a Sunday morning with only our own, predictable, weekend drivers for company; like overlaid Reliant three wheelers and car transporters (full of more Datsuns) careering up the overtaking lane at all of 50 miles an hour.



Britain's most successful rally car. Five years old yet its best results have been recent.

There's equality in the forests

A few thoughts currently concerning the rally scene, the first being the number of Ford Escort derivatives featuring in both entries and results. Certainly it's not a deliberate domination of rallying for there has always been a predominance of one make since stage rallying started in this country. In the early 60s the sport was too young for any pattern to develop; remember the variety of cars on early RACs? Either a Saab or Volvo won the event but many of the lesser front runners were such unlikely cars as Rover 3 litres, Super Snipes, Ford Falcons, Zephyrs, Mercedes, TR4s and other exciting if unsuitable vehicles. After a while of this new-fangled rallying it was only proper that some cars should prove to be more suitable and by the mid-60s every second car was a Mini, the club drivers using the same model as Kallstrom, Ytterbring, Hopkirk, Aaltonen, Makinen and Fall not only because it was the most competitive but because special parts were developed as a matter of course and on the basis of results for cost it was cheapest.

It's happened just the same with the Escort. Now we're into our second decade of stage rallying, the sport is gathering momentum with every event as more and more enthusiasts are initiated to the fun of the unwinding forest track and the rattle of stones off the

underside. Practically every weekend there is a stage rally in some part of Britain and as the sport develops and improves so do the cars, the driving and all the production, services and other by-products. Just as happened with the Mini, when Ford announced the Escort they could have had no idea, or any large-scale plans, for the car on the rallying front. Some cars just happen to be so much more suitable than others for the forests. Listen to any successful rally driver comment on a newly announced model. He only needs to know the basic specification plus a quick once-over of the new showroom car and he can determine its competition potential to a tee.

The Mini took a few years to develop into a rally winner—the Ford only a few months, the reasons why—mainly because the Mini was all-new, radically different and, at first, wheels fell off, gearboxes broke and the sus-

pension tied itself in knots. The Ford was not new but it was an even more appetising prospect. When a rally driver looked at an Escort all he could see was a lighter, smaller, tougher Cortina Lotus with rack and pinion steering and all-round quicker handling. The fact that the Escort is still the best on results to money spent is as much due to the continuing development of the sport and the special bits business as it is a tribute to the car. A 73 Escort 1100 L is not so different to a 68 1100 Deluxe but a Mexico or RS1600 is a different kettle of fish which Ford certainly didn't build to dominate; we built them for ourselves.

Another rallying-orientated thought, though this time not so appealing as having such eminently suitable cars is that of road rallying, or more correctly the increasing public disturbances caused by all rallying. Even on an event like the RAC just one car catching up on time after a prolonged service stop can produce hundreds of angry road users and disturbed sleep patterns. The only thing I can envisage to protect our sport is to reduce average speeds to only 15 or 20 mph. True, it's not really in the essence of rallying but remember our roads are among the most congested in the world and our population density is pretty high too. There are still plenty of places and countries where a rally can be run at a respectable pace but here, right now, we have a nasty taste with many complaints of noise and general boy racer behaviour which, to all genuine rally enthusiasts, is just about the most unkind thing that can be said.

AUTOSPORT GUIDE TO CHRYSLER DEALERS



SPECIFICATION AND PERFORMANCE DATA
 Car tested: Hillman Avenger GT, 2-door saloon.
 Engine: Four-cylinders 86.1 mm x 64.3 mm (1498 cc).
 Compression ratio 9.2 to 1. 78 bhp at 5600 rpm.
 Pushrod-operated overhead valves. 2 Zenith carburettors.
 Transmission: Four-speed all-synchromesh gearbox with
 central change, ratios 1.0, 1.387, 2.165 and 3.538 to 1.
 Hypoid rear axle, ratio 3.889 to 1.
 Chassis: Combined steel body and chassis. MacPherson
 independent front suspension with coil-spring struts,
 lower wishbones and anti-roll bar. Rack and pinion
 steering. Live rear axle on four links and coil-springs.
 Servo-assisted disc front and drum rear brakes. Bolt-on
 disc wheels fitted 155-13 radial ply tyres.
 Equipment: 12-volt lighting and starting. Speedometer,
 rev-counter, water temperature, oil pressure and fuel
 gauges. Voltmeter. Heating, demisting and ventilation
 system with heated rear window. 2-speed windscreen
 wipers and washers. Flashing direction indicators, cigar
 lighter.
 Dimensions: Wheelbase 8 ft 2 in. Track (front 4 ft 3 in
 (rear) 4 ft 3.5 in. Overall length 13 ft 5 in. Width
 5 ft 2.5 ins. Weight 17 cwt.
 Performance: Maximum speed 98 mph. Speeds in gears:
 Third 75 mph, second 50 mph, first 30 mph. Standing
 quarter-mile 18.0 s. Acceleration: 0-30 mph 3.8 s, 0-50
 mph 8.5 s, 0-60 mph 12.0 s, 0-80 mph 27.5 s.
 Fuel consumption: 23 to 28 mpg.

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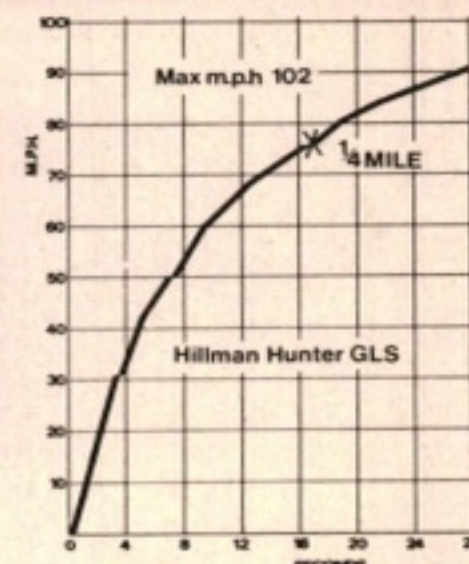
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SPECIFICATION AND PERFORMANCE DATA

Car Tested: Hillman Hunter GLS four-door saloon, price £1,320, overdrive £60, including tax.
Engine: Four cylinders 81.5 mm x 82.5 mm (1725 cc); compression ratio 9.6 to 1; 93 bhp (net) at 5200 rpm; pushrod-operated overhead valves; two Weber twin-choke carburettors.
Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox, ratios 1.0, 1.296, 1.993, and 3.122 to 1; Laycock-de Normanville overdrive, ratio 0.803 to 1; open propeller shaft; hypoid rear axle, ratio 3.89 to 1.
Chassis: Combined steel body and chassis; MacPherson independent front suspension with coil springs and anti-roll bar; recirculating ball steering gear; live rear axle on semi-elliptic springs with telescopic dampers; servo-assisted (disc front and drum rear) brakes; bolt-on Rostyle wheels 165 HR 13 radial ply tyres.
Equipment: 12-volt lighting and starting; speedometer, rev-counter, ammeter, oil pressure, water temperature and fuel gauges; heating, demisting and ventilation system with electrically-heated rear window; two-speed windscreen wipers and washers; flashing direction indicators.
Dimensions: Wheelbase, 8ft 2½in; track, 4 ft 4¼ in; overall length, 14ft 0¼ in; width, 5ft 4in; weight, 18½ cwt.
Performance: Maximum speed, 102 mph. Speeds in gears—direct top, 100 mph; overdrive third, 97 mph; third, 77 mph; second, 50 mph; first, 31 mph. Standing quarter-mile, 17.2 s. Acceleration—0-30 mph, 3.0 s; 0-50 mph, 7.0 s; 0-60 mph, 9.6 s; 0-80 mph, 18.4 s; 0-90 mph, 27.4 s.
Fuel consumption: 20 to 25 mpg.



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The 2000E has a vinyl roof covering, push-button radio, sports wheels and Savannah cloth upholstery.

NEW MODEL

Improvements to Cortina range and 2000E introduced

The Ford Cortina is Britain's best-selling car. The size, looks, and interior space are what the customers want and it would be folly to alter the body drastically in these respects. Nevertheless, technical progress goes on and owners have voiced certain criticisms, so the opportunity has been taken to bring the Cortina up to date.

The main objectives were a better ride, improved refinement of running, much more legible instruments, and efficient ventilation.

To improve the ride, while still retaining the live rear axle, Fords have put the front anti-roll bar from the GT and GXL models on all Cortinas and have added a rear anti-roll bar, bolted between the lower suspension links. This has enabled the engineers to fit softer springs and dampers without loss of stability. In addition, the rubber bushes of the front suspension sub-frame have been replaced by micro-cellular polyurethane ones of larger size.

Perhaps the most important change is the use of a new two-piece propeller shaft on all models, to reduce vibration. The deeply recessed instruments, which were unpopular, have been replaced by proper round dials on a new panel, giving greatly improved legibility; the opportunity has been taken to re-style the interior.

A return to the ventilation system of the earlier Cortinas has been made, as owners preferred it, with eyeball vents and illuminated heater controls in the centre of the panel. There are numerous safety features and the electrical system is arranged for testing in seconds on a computer-controlled test rig.

A new model is the 2000E, with vinyl roof covering, push-button radio, sports wheels, and Savannah cloth upholstery. There is a centre console carrying an electric clock, deep pile door-to-door carpeting, and real wood for interior finish. The engine is an ohc unit with belt-drive for the camshaft, which develops 98 bhp at 5500 rpm.

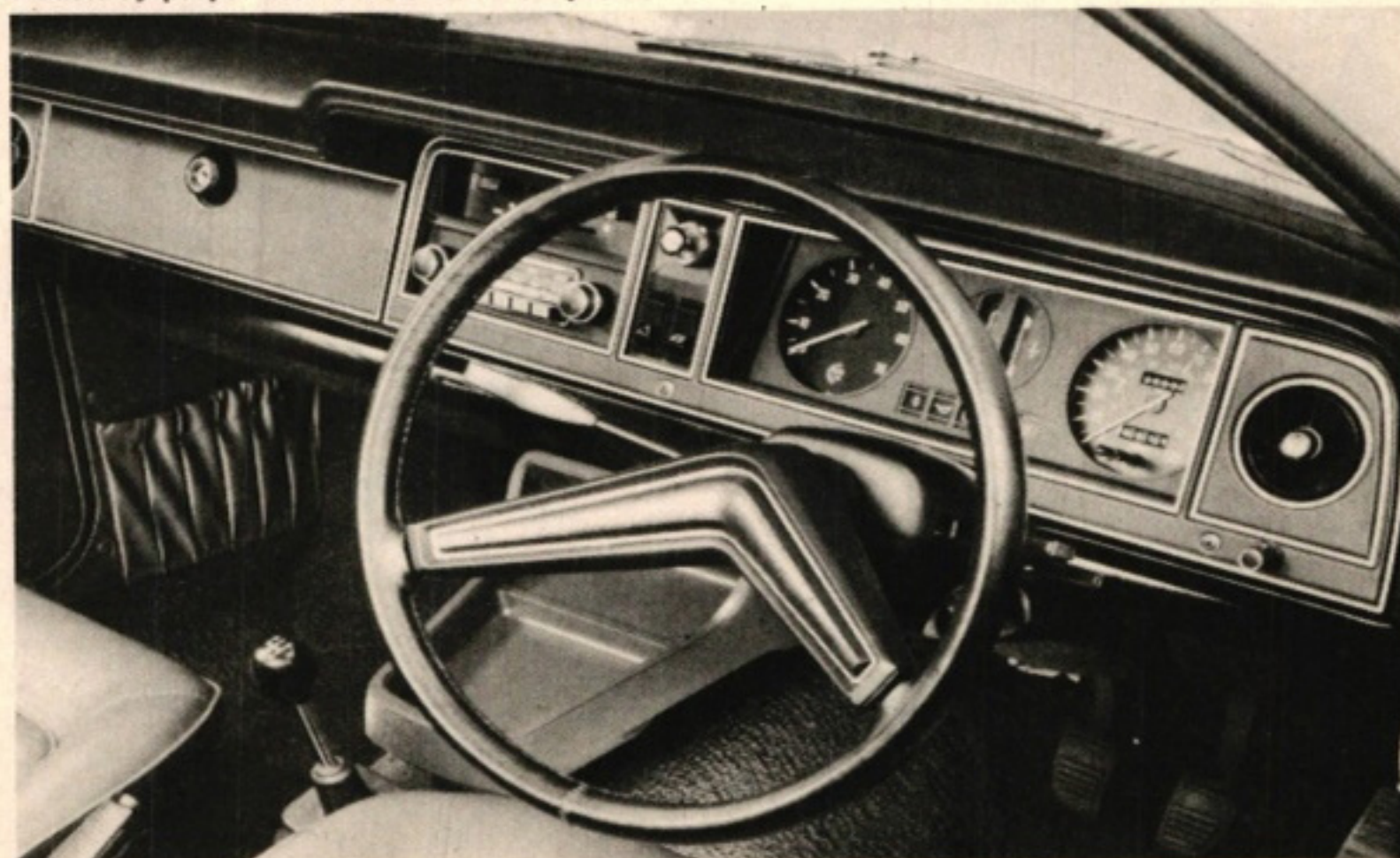
The 1600 model has a new ohc engine, producing 72 bhp at 5500 rpm. Both this and

the 1300 have a gearbox with closer ratios than before. All but the cheapest versions of the Cortina now have rectangular halogen headlamps.

ROAD IMPRESSIONS

I was given an opportunity to drive the 2000E over all sorts of roads; subsequently, I took the chance of riding as a passenger in a 1600, to note the differences and check

The deeply recessed instruments, which were unpopular, have been replaced on the established models by proper round dials on a new panel.



the seating. There were whispers of police activity so my stopwatch remained in my pocket, but the cars had plenty of performance, which I shall be measuring when I carry out a full road test.

Certainly, a very large step forward has been made in general refinement. Mechanically, the Cortina is much less coarse, with very little vibration and a smooth pick-up from 20 mph in top gear. In this respect, the 1600 is better than the 2000, which has a very slight boom period at around 30 mph. Conversely, 70 mph comes up very smoothly and easily in third gear.

The handling does not, perhaps, feel so sporting as that of the original Cortina, largely because the car is wider. However, the behaviour on corners is well balanced and the stability is first class. The ride, about which I have been critical in the past, is certainly better. The suspension does not completely soak up really bad bumps but the previous harshness has gone.

The Cortina has quite an expensive feel about it and road and wind noise are very low. The 2000 engine has lots of torque, which makes this an effortless car to drive, and the seats are very comfortable. The gear-change is light and easy to handle, with pedals well placed for heel-and-toe. I predict that the new version will make the Ford Cortina an even more popular car.

JOHN BOLSTER

SPECIFICATION AND PERFORMANCE

Car tested: Ford Cortina 1300, 1600, and 2000 saloons.
Engines: 1300: Four cylinders 80.98 mm x 62.99 mm (1298 cc). Compression ratio 9 to 1. 57 bhp at 5500 rpm. Pushrod-operated overhead valves. Ford downdraught carburettor. 1600: Four cylinders 87.65 mm x 66 mm (1593 cc). Compression ratio 9.2 to 1. 72 bhp at 5500 rpm. Belt-driven overhead camshaft. Ford downdraught carburettor. 2000: Four cylinders 90.8 mm x 76.95 mm (1993 cc). Compression ratio 9.2 to 1. 98 bhp at 5500 rpm. Belt-driven overhead camshaft. Weber compound downdraught carburettor.

Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central remote control, ratios 1300/1600: 1.0, 1.4, 2.01, and 3.58 to 1, 2000: 1.0, 1.37, 1.97, and 3.65 to 1. Borg Warner automatic transmission optional. Hypoid rear axle, ratio 1300: 4.44 to 1, 1600: 3.89 to 1, 2000: 3.75 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by double wishbones and anti-roll bar. Rack and pinion steering. Rear axle on 4 trailing links, angled on top for lateral location. Coil springs and telescopic dampers all round. Dual circuit disc front and drum rear brakes, with servo assistance. Bolt on wheels, sports type on all but standard 1300 and 1600, fitted 1300/1600: 6.00-13, optional 165 SR 13. 2000: 165 SR 13, optional 185.70 HR 13 tyres.

Equipment: 12 volt lighting and starting, with alternator on all but 1300. Speedometer. Fuel and water temperature gauges. Rev counter on GT and 2000E. Electric clock and radio on 2000E. Heating, demisting, and ventilation system. Flashing direction indicators. Reversing lights. Windscreen wipers and washers.
Dimensions: Wheelbase 8ft 5.5in. Track 4ft 8in. Overall length 14ft. Width 5ft 7.1in.

Performance: 2000: Maximum speed 106 mph. Acceleration: 0-60 mph 10.2 s (maker's figures).

F5000 cheaper in UK

Regarding your editorial last week about the future of Formula 2 and the increasing popularity of Formula 5000, I feel you have been unfair to the European F5000 scene. Admittedly there is a lot more money in the L&M series in the United States, but you have to work hard to get it! If you finish in the first two you win a fortune, but thereafter the prize fund tails off appreciably. Added to this the operating costs for teams in America are astronomical with 3,000 miles east-to-west and 2,000 miles north-to-south travelling and large gaps between rounds when valuable pieces of machinery are not earning money.

In Europe the expenses are lower, most of the rounds being run in Britain. If any travelling abroad is envisaged it is usually carefully placed in the calendar—for instance next year's provisional Rothmans 5000 European Championship calendar includes a trip to Italy with races at Santamonica and Mugello on consecutive weekends plus a visit to Hockenheim on the way home.

Next year's Rothmans series already embraces over 20 rounds which keeps cars and drivers fully employed during the season. I understand the prize fund could exceed £120,000, subject to current negotiations with Continental organisers, while foreign travel allowances should total an extra £25,000. (This year's basic prize fund is approximately £80,000.)

Although the L&M series in the United States offers more money, the very fact that it is vastly more expensive to operate a team over there does not necessarily mean that there will be a mass exodus of top European F5000 names. I think it more likely that the L&M series will virtually replace CanAm as

the class of American motor racing for a few top Grand Prix drivers to have a go at in between European Grands Prix. But this will not be detrimental to the European scene which should be augmented by more names from disillusioned Formula 2, 2-litre sports and InterSerie drivers.

If Grand Prix drivers wanted to take part regularly in European Formula 5000 rounds they would probably demand so much more money, ban the press, introduce pace cars and mutter "boycott, boycott, boycott" with the end result that spectator admission charges would more than double and organisers would drop the formula. European F5000 was created to establish a new band of top drivers in powerful single-seaters, not to allow established names to buy second aeroplanes at the expense of the public. After witnessing several excellent Formula 5000 races this year I say, "Long may it thrive!"

MICHAEL KETTLEWELL.

SUTTON VALENCE, KENT.

F1's fault not circuit's

Once again we are subjected to a feast of absurdities from the pen of Louis Stanley. No doubt the gentleman is well meaning. But so is Rupert Bear.

There appears to be a complete lack of intelligent and constructive thought regarding the entire safety question. Always it is the blame of the circuit, or the organisers or some outside factor. Mr Stanley often states that modern Grand Prix racing is far safer than in the past—who does he think he's kidding?

The fact is of course that the 3-litre formula has an appalling record. Far worse than in the linen helmet pre-war German era for

example, and it will be seen that all the safety talk of the past few years is only that—talk. Had the GP machines of the early fifties, for example, been remotely like today's "safe machines" one can think of at least three or four drivers who'd have perished in flames.

One obvious answer is a return to alcohol fuel. Since the abolition of this at the end of 1957—the record has been truly ghastly: Lewis-Evans, Bandini, Schlesser, Courage Siffert and now Williamson have all died in this terrible fashion. Between 1934 and 1975 (17 seasons) only poor Dick Seaman died in flames in a GP—how can this be justified in any way? What is the good of continually bleating about fighting the fire hazard when we could so easily remove or at least lessen the hazard itself.

Secondly, as John Bolter advocates, we must return to sane tyre widths. If we are to believe what we are told, almost all accidents start because of tyre problems. (Our God-like drivers today never make a mistake), and as he says 125 mph round Silverstone, instead of 137 mph wouldn't be boring.

Mr Stanley and others—notably all comparatively newcomers to the sport—continuously sneer at the supposedly off-hand and "stoic" indifference of the past drivers. But, of course, to a certain extent, he could be as his 250 F Maserati or Connaught was, a bloody sight safer than today's equivalents.

So Mr Stanley, face facts—stop denouncing sundry circuits and making long winded and nonsensical statements, and concentrate on the real villains: petrol, those absurd tyres and, as another reader has mentioned, make the things easier to get out of in a hurry.

PLYMOUTH, DEVON.

M. J. BISCOMBE.

Vauxhall introduce the Magnum and update models

Improved mechanical refinement and more elaborate equipment are the main features of the 1974 Vauxhall programme. Most important is a stiffening of the cylinder blocks which, allied with new engine mounts, should give smoother top-gear acceleration. Viscous drive fans on all models will reduce the sound level at cruising speeds and double-skinned silencers will ensure longer life for the exhaust systems.

All Vauxhalls now have disc front and self-adjusting drum brakes at the rear, with servo assistance and dual circuits. They all have reclining seats and front seat belts as standard equipment, through-flow ventilation, two-speed wipers with pulse wipe provision, and electrically powered screen washers. All except the cheapest Viva have heated rear windows.

A new range of luxury Vauxhalls, the "Magnums," includes 2- and 4-door saloons, 3-door estates, and coupés. The 1759cc Magnum engine gives 77 bhp, 93 mph, and 0-60 mph in 13.8 s. With a 2279cc power unit, the figures are 110 bhp, 104 mph, and 0-60 mph in 10.2 s. The Firenza body style is now exclusive to the Magnum range.

JOHN BOLSTER



Above, the Magnum 2300 Coupé and below the ordinary 2300 Magnum with larger side window.



Ashley's first F5000 win



Ian Ashley in the victorious Henley Lola T330 on the grid.

Ian Ashley drove the best race of his career over the weekend to win the Danish round of the European Rothmans F5000 championship held over two days last weekend at the Jyllandsring. He won the first half of the 84 lap aggregate by nearly 22 s in the wet, and finished second to Teddy Pilette on the Sunday. The travel and prize fund totalled £5,520 attracting 18 entrants across the water for Denmark's largest race for 15 years. The race was an organisational success with 18,000 people watching, and giving Ashley a greater reception than that he might have received in Britain. Pilette also drove extremely well, breaking the three year old lap record established by the late Jo Bonnier in a sports car race, by 2.2 s on the short 1.4 kms circuit. With seven bends and two curves in such a short distance, the tyre situation was critical and resolved itself in favour of Firestones.

ENTRY & PRACTICE

Ian Ashley continued to dominate F5000 practice—he was on pole at Mallory and has been second fastest at Mondello, Brands and Oulton—with a 51.1 s. This was in the wet, the only dry practice being the evening prior to the Friday practice when Guy Edwards set a 46.4 s in an unofficial session. Ashley is now "beginning to make friends with the car" and the Doug Hardwick Lola is now partially under the wing of Frank Gardner, the first mod being a deeper side fin on the wing. Tom Belso (ShellSport Lola T330) was alongside him, using his local knowledge to record a 51.7 s, while behind these two sat Teddy Pilette in the VDS Chevron with a 52.4 s. Fellow Chevron driver and wet specialist Steve Thompson was 0.2 s slower, and proved fastest of the even wetter evening session with 53.1 s.

Tony Dean, also with a Chevron, was next up with a 52.8 s having done 34 laps in the dry the night before and consequently not

feeling the need to get very wet in the Friday evening session. Beside him was Gijs van Lennep in the second ShellSport Lola with a 53.5 s, relegating Keith Holland in Ian Ward's Trojan to the fourth row with the same time as the Dutchman but set his time first. The second Dane in the race was Jac Nelleman in Tony Trimmer's McLaren M18, the latter having broken his wrist in the Gold Cup fracas with Holland. Nelleman "won" his ride having won the Danish FF championship the week before, although he has driven F3 and intends to race in F3 full time in Britain next year. His time of 53.6 s was 0.2 s quicker than the second Chevron VDS driver Chris Craft, sharing the fifth row with Guy Edwards who found the wet more difficult in his Barclays International Lola, despite having raced 2-litre sports cars on the circuit before. Brian Robinson (McLaren M19) was next up, having raced at the circuit before in 1970, followed by Clive Santo. Bob Evans and Brett Lunger shared the next row in Trojans, the latter suffering a flat in each session and a misfire as well. Another in trouble, on the next row was Graham McRae, the New Zealander having trouble with handling and principally the rear brake calipers which were locking on. His Bartz had been totally rebuilt and as well as inlet mods, there was a new ACCEL box as used on Indy cars. Engine mods and a new car should make some difference at the later Brands Hatch round. Alongside him, with only intermediates was Richard Knight in the Kitchmac while Trevor Twaites and Chris Featherstone brought up the rear without winning start money in their different-type Lolas.

HEAT 1

The start in the damp conditions was delayed while Tom Belso changed a flat rear right hand tyre, which helped to prolong

mechanics' agonies as the weather looked like clearing up, and then darkened again. All the first six on the grid had Firestones, Holland being the first Goodyear user. Ashley got off to a flyer at the start followed by Belso, Thompson, van Lennep, Pilette and Dean. The rest were slowed on the first lap by Nelleman running into Edwards right rear tyre, knocking out the valve and necessitating a visit to the pits, when he changed the front wets to intermediates.

Ashley, meanwhile, was going like a rocket, despite trying to conserve his tyres in case he had to use them the next day. Pilette was the man who was trying to catch him taking van Lennep for fourth spot on lap four, and two laps later moving into third in front of Thompson. Dean, who had hung on to sixth place in front of Holland, Craft, etc, lost his place when his throttle jammed, finally leaving the car 10 foot up a bank. By lap 13 of the 42 lap race, Ashley had 10 s in hand over Pilette who had overtaken Belso for second, the latter slowing with yet another flat, principally because the replacement tyre before the heat was a Goodyear as no Firestone was forthcoming. With the Dane losing two to three seconds a lap, he was overtaken by Thompson, van Lennep and finally Nelleman, who inherited sixth when Keith Holland spun with Guy Edwards at around half distance, and Chris Craft lost his place on the last lap with a similar manoeuvre. Both Robinson and Twaites were mechanical casualties, the former with no drive, joining Dean at his bank, and Twaites when the engine dropped a valve.

HEAT 2

Sunday's 42 lap heat nearly started again without Belso. With the weather clearing up and brilliant sunshine abounding, the cars went out for 20 minutes unofficial practice but the Dane's ShellSport Lola wouldn't fire up, the fault finally being traced to a faulty black box, although Tony Kitchiner offered him the Kitchmac.

Drivers who had not practised in the dry on Thursday found the track quite slippery, and Richard Knight in fact retired the Kitchmac before the start with a damaged rear end due to a split brake pipe after a ramming incident. Pilette was still the man trying to haul in Ashley and it was he who shot into the lead, with Ashley second, knowing that he had 22 s in hand. First casualty was Evans with the rear damaged after being punted by Craft who had a jammed throttle, while Pilette and Ashley's pursuers were led by Belso and Nelleman, although the latter was demoted by Holland on lap 11. Edwards had another incident the next time round, leaving the fray for a quick visit to the pits. By lap 15 Lunger had also got by Nelleman and was after Holland towards the end when the latter spun away his place yet again due to a deflating tyre. Ashley allowed Pilette 10 s before the race ran out, with Lunger slowly catching a third placed Belso. Holland recovered for fifth, while local man Nelleman, despite being lapped, finished sixth. Robinson again retired when the engine blew while Thompson and Craft also retired, the former when the oil pump sheared. Pilette's drives rewarded him with a lap record and second place overall, third being van Lennep despite a slow second race when he finished seventh.

Coca Cola 500, Jyllandsring, Denmark.

Aggregate of 2 x 42-lap heats, 117.6 kms.

European F5000, round 15.

1. Ian Ashley (Lola T330), 1 h 9 m 12.1 s;
 2. Teddy Pilette (Chevron B24), 1 h 9 m 40.1 s;
 3. Gijs van Lennep (Lola T330), 83 laps;
 4. Tom Belso (Lola T330), 83 laps;
 5. Keith Holland (Trojan), 83 laps;
 6. Jac Nelleman (McLaren M18), 82 laps;
 7. Brett Lunger (Trojan), 82 laps;
 8. Clive Santo (Lola T330), 79 laps;
 9. Guy Edwards (Lola T330), 71 laps;
 10. Chris Featherstone (Lola T190/2), 70 laps.
- Heat 1 (42 laps): 1. Ashley, 36 m 43.9 s; 2. Pilette, 37 m 06 s; 3. Steve Thompson (Chevron B24), 37 m 09.3 s; 4. Van Lennep, 37 m 06.8 s; 5. Nelleman, 41 laps; 6. Belso, 41 laps. Fastest lap: Ashley, 50.8 s.
- Heat 2 (42 laps): 1. Pilette, 32 m 18.6 s; 2. Ashley, 32 m 28.2 s; 3. Belso, 32 m 48.3 s; 4. Lunger, 32 m 48.8 s; 5. Holland, 33 m 03.8 s; 6. Nelleman, 41 laps. Fastest lap: Pilette, 45.5 s (record).
- Championship positions: 1. Pilette, 118; 2. Dean, 96; 3. Lunger, 95; 4. Belso, 79; 5. Thompson, 78; 7. Gethin, 65; 8. Van Lennep, 59; 9. Edwards, 40; 10. Evans, 38.



Brian Close spins away his lead while an oncoming Stuart Hall aims for the lead and victory in the SPARKS race.

OULTON PARK

Vandervell supreme

With the Yellow Pages Formula Atlantic title already under his belt, Colin Vandervell demonstrated at Oulton Park last Saturday that he is just as determined to win the BP series as well, despite the lead opened up by David Purley and John Nicholson. In a race which began in appallingly wet conditions, the Team Triplex March driver had no equal and eventually won by half a lap from Ken Bailey's March, while Nicholson and Purley both hit troubles despite which they finished third and fourth respectively. Presumably attracted by the famous names from other sports, the very large crowd were presented with some rather ordinary club racing interspersed with the usual FordSport activities like Dunlop tyre-bursting, free-fall parachuting and aerobatics. In fact, the motor racing, celebrities aside, seemed rather incidental.

First race of the BRSCC-organised meeting was one of two Formula Ford heats although the counter-attraction of STP points at Silverstone kept the numbers down. With keen interests in both the STP and BOC series, Derek Lawrence and Donald MacLeod arranged to fly to Silverstone after the heat and return, after their Silverstone heat, for the BOC final. Remarkably, everything went according to plan! The Oulton timekeepers came up with a wrong time for MacLeod relegating him to fifth row and leaving Lawrence with only Bob Arnott to worry about. The orange Dulon led all the way once Stuart Baird's Merlyn, which had led for part of the first lap, had found conditions rather tricky and slipped back. Arnott's Merlyn was never far behind and, on the last lap, closed right up, crossing the line less than half a car's length behind. There was a good scrap for third between Syd Fox in the prototype Hawke DL11 (with front radiator, narrower track and shorter wheelbase), Richard Morgan's Ray and MacLeod's Van Diemen from which Morgan departed when a drive-shaft broke. He was replaced by John Crowe's Merlyn Mk 17/20 and Denny Shattucks' Catnic Elden PH10 with Crowe demoting MacLeod to fifth on the last lap.

As Lawrence and MacLeod took off for Silverstone, Ed Wilcox's Merlyn led the second heat round Old Hall but had been passed by Knickerbrook by Stephen South's Ray. Down in fifth place was Graham Cuthbert's Van Diemen which the young Scot had soon worked up to second past Wilcox, to close on the leader. At Knickerbrook for the fifth time, Cuthbert went past the Ray and although South took the lead again next time round, it was the Van Diemen in the right place on the last lap for a win as

marginal as Lawrence's in the first heat. Wilcox completed a lonely race in third place while another old Merlyn, that of Mike Wrigley, fought its way up to fourth on the last lap after a keen struggle with John Bicht's modified Hawke DL10. Terry Horrocks had his self-built Focus in third place on the first lap but lost time later and ended up seventh behind the Merlyn of Dyfed Roberts.

While aerobatics were performed overhead, 11 ShellSport Mexicos were lined up on the grid together with two racing Mexicos for the ladies. Grid positions were based on practice times, not the drawing of straws, which resulted in Stuart Hall claiming pole position although quite how those foolish games perpetrated in that ghastly television programme qualify as sport, we don't really know. In fact, Mr Hall once commented at Oulton Park before moving on and legend has it that he was seen to race occasionally too which perhaps explains his position. Running him close was Brian of that ilk, only 0.2 s slower and clearly showing that his reputed experience of fast road cars has taught him a thing or two. Completing the front row was local peer Lord Lilford, eligible to compete because of his chairmanship of the NW area for SPARKS. His lordship denied ownership of 300 cars to date, thinking the figure might be nearer 200! The next sportsman was champion show-jumper David Broome with a time 1 s slower than Close's while Robin Knox-Johnston was only 0.2 s behind. Inspired by a photograph of fellow round-the-world yachtsman and winner of the Brands Hatch SPARKS race Chay Blythe taped to his steering wheel, Knox-Johnston confessed that he found the whole business rather fast since he was more used to lapping in 42 weeks! The rest in order of practice times were Reg Harris, veteran of the previous race as well as several outings in a D-type in the late 50s after he retired from cycling; boxer Brian London; Ann Moore who was given Stuart McCrudden's Mexico; Ron Hill, who probably would have preferred a 24-hour race to a 7-lap sprint; Fred Trueman; Meriel Tufnell in Simon Taylor's Mexico; former wrestler Tommy Mann; and Welsh rugby league star David Watkins who confessed himself amazed at the courage of racing drivers as a breed although one would have thought that at least as much courage is needed to play his game at the top level.

The race itself was rather disappointing once the novelty had worn off. Fortunately Close and Hall were very evenly matched at the front with the former England cricket captain getting away to a good start and

stroking it nicely in front of the TV man. At the end of the fifth lap Hall applied so much pressure that Close turned into Old Hall (the corner, that is) a little too soon and almost dropped it in the slips. He held it, but Hall had scrambled past into a lead which remained his till the end. Lord Lilford was always third but was almost unseated by Robin Knox-Johnston and Anne Moore, the show-jumping silver medallist driving a competent and stylish race. With David Broome taking sixth there must be an affinity between show-jumping and motor racing (remember the Moss origins) and we may see Princess Anne in a racing car yet!

After more parading and interviewing, the Formula Atlantics emerged into a torrential downpour which completely spoilt the race for everyone except Colin Vandervell. While everyone was changing to wets, Colin and his mechanic Mike Greenwood also found time to adjust the wing angle so that the combination of this and a good start anyway ensured that the Yellow Pages champion led the pack into Old Hall while the rest groped around in hopeless clouds of spray. First round, however, was not Vandervell but Stan Matthews who had taken the short circuit at Cascades, but when the Triplex March did appear it had one pursuer in a determined Ray Mallock. Unfortunately Ray lost the Chequered Flag March at Old Hall and spun into the sleepers which left David Purley a long way behind in second, having already spun the LEC March at Clay Hill on the first lap. John Nicholson had the Pinch Plant Lyncar in third, not far behind Purley, while Ken Bailey's March soon began to close on the championship leaders after finding a way past Jim Crawford's Chevron. Geoff Friswell was sixth after Cyd Williams retired with a water-logged engine in the Eden Brabham BT40, with Jas Patterson's March next up.

Vandervell, who had changed a new Rowland BDA for a regular Smith after practice when the former had lost power despite showing well in midweek testing, found any power deficiency of no account in the conditions and carried on to win by a huge margin. Purley's engine soon lapsed on to fewer than four cylinders, allowing first Nicholson and then Bailey to go by. David then spun at Lodge when he "found some fish on the circuit," the air box fell off, and altogether he counted himself lucky to finish fourth and stay one point ahead of Nicholson in the championship. The New Zealander managed to keep Bailey out of second place until a plug centre blew out and the Lyncar struggled on to the end sounding really nasty. Friswell and Patterson drove steady races to finish fifth and sixth, a lap behind after Crawford lost the Chevron at the top of Clay Hill when the car took off, presumably because the rear wing was falling off and giving positive lift; damage was not too bad. Stephen Choularton, who, contrary to a recent item in *Pit & Paddock*, is not to be sponsored by Harry Ratcliffe's new company next year, retired his March with carburation bothers while Brian Martin's BM12 was another to fall foul of the conditions.

With typical perversity the rain stopped for the remaining events, the first of which was a round of the Motorcraft Mexico Challenge. Pole position lay empty because Neil McGrath's J. S. Whitehead-prepared car broke its gearbox after lapping 2.4 s faster than anyone else in its first race in the series. McGrath's time was also the only one under the Gerry Marshall lap record. With McGrath out of the way, the race took on the usual format with Allan Wilkinson going straight into the lead from the third row ahead of Gordon Rigby, Tony Dron, Barrie Williams and Rod Mansfield. This group immediately broke away from the rest with Dron pressing Rigby all round the circuit to clear the way for a challenge to Wilkinson. Rigby, in turn, was biding his time but lost concentration at Old Hall on the third lap and spun, losing many places and retiring. Dron, in the rebuilt Strakers car, now had a go at Wilkinson

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Shell SPORT news 15

Relaxing with Shellsport

With no less than 239 victories already this season and with SHELLSPORT drivers Mike MacDowel winning the RAC Hillclimb Championship, Mick 'Boss Capri' Hill taking the, dare

we say it, E..o Uniflow Special Saloon Car Championship and Richard Mallock winning the SHELLSPORT Clubmans Championship, it is surprising that any of the drivers ever find time to relax.

As a contrast to the usual action pictures, we asked ace photographer Gerry Stream to wander round the paddock at a recent Brands Hatch meeting and find out exactly how they spend their time between practice and the race...



The SHELLSPORT hospitality caravan at the top of the paddock — always a popular venue for a chat or a cup of coffee.



5-year old Guy Apps gets a few tips from current Formula 5000 Champion and leader of the SHELLSPORT Luxembourg team, Gijs van Lennep while...



The two fastest birds in the business, Italy's Lella Lombardi and our own Gillian Fortescue Thomas about to celebrate their 1-all match race series in the SHELLSPORT Celebrity Mexico's with a bottle of Charles Heidseick's best 'bubbly'.



Formula 5000 newcomer and former Australian Formula Ford Champion Richard Knight illustrates a problem to Martin Barrane while Tom Belso looks fairly unhappy with his grid placing. Also taking a break are Radio Luxembourg Press Officer Jimmy Parsons and his wife together with SHELLSPORT girls, Barbara and Suzy.



Tom Belso and Clive Santo admire his SHELLSPORT Luxembourg T-shirt.



Only Shell Super Multigrade has the unique muscle molecule.



John Olding and Les Leston take their Camaros round the Alfa of John Handley and Gordon Spice's Capri on their way to fifth and sixth respectively.

BRANDS HATCH

All the usual G1 winners

In a mainly non-championship programme of nine races at Brands Hatch on Sunday, each of the Castrol Production saloon car rounds produced a new lap record, although the winners were the usual names: Lloyd, Unett, Dutton and Lanfranchi. Three of last week's winners were again on the back of the Brands Capri, Bob Arnott taking the FF race, Nick Whiting the special saloon thrash, and Brian Jordan the final Monoposto Sta-Power round, which was again the best race of the day, despite three races in 8 days for the cars. Bertil Roos, the Swedish driver who raced F2 at Albi the previous week, FB in the States during the past month, and will be at Hockenheim next weekend, took time to win the Super Vee round in a brand new Supernova. Organisation, mostly smooth, was in the hands of TEAC, while Grovewood companies provided generous prizes. All races except the last were dry, the weather breaking for the 850 special saloons.

Although Mick Collard led the Mini Seven field off the grid, it was Geoff Gilkes who was leading first time round, although David Sambell was in close attendance. Sambell even looked as though he might get by a couple of times, but at Clearways, each time within a couple of yards of Gilkes, he would throw it away, thus destined for second throughout. Collard took third from Joe Rubie and Frank Gilliebrand after Martin Moorhead's engine died at half distance.

Bob Arnott had few of the Brands regular front runners to contend with in the non-championship FF race, and overcame Wil Arif's Merlyn 20A on Bottom Straight to pull away from the field and win his second Brands race in as many weekends in excellent style. Peter White (Palliser WDF2) tried to take up the challenge, having overcome Lou de Marco's Merlyn Mk 20A on lap two and Arif on lap three, but he finished 7.2 s away at the end. Arif took third from de Marco with Don Smith in yet another Merlyn fifth.

Nick Whiting, too, put up a repeat performance to last week, taking another excellent victory on his home circuit in the 1.6 Ford Escort-FVA. Things might not have been so easy if Tony Strawson hadn't lost the limited slip diff in the ex-Mick Hill Boss Capri, Strawson finding maintenance of the beast a full-time occupation. After running third to 18-year-old Jeff Allam (2.3 Vauxhall Viva GT) for four laps, Strawson called it a day, Brian Davison inheriting the place in another Viva, having thrown off the unwelcome attentions of small class leader John Homewood (1.0 Sunbeam Imp). Homewood equalled his lap record set the previous weekend, and was followed home by middle class leader Ian Bax (1.3 Vickers Mini).

The modsport thrash for the Decorail Trophy lost two of the front runners on lap one, Brian Lambert's Ginetta G4 and David Hipperson's pole-winning London-Sydney Mid-

get ending up against the Paddock Armco with frontal damage. Tony Dunderdale had been leading in the 1.6 Turner anyway, and continued to do so until the end. Andrew Talbot's 1.3 Spitfire looked like challenging the Turner up until half distance when the cracked exhaust manifold started to take its toll, so ran second. Philip Holiday had been well up in the hunt in his Sprite, but slowly fell victim to firstly Talbot, then Roger Redsell's similar car, Mike Gidden's 1.0 Clan and Geoff Gilkes's 1.8 Elan. Gidden, despite a halfshaft that broke on the line, but hung on allowing some drive, got the better of Redsell on the penultimate lap, but finally settled behind him again.

With a first-class entry for the Castrol production saloon car thrash, a first-class race was also expected, but once Richard Lloyd had taken the Simoniz Camaro past Tony Lanfranchi (3.0 BMW Si) by Paddock on lap one, there seemed little fight left. Stuart Graham set off in pursuit demoting Lanfranchi before the lap was over, but never making any impression on Lloyd. Lanfranchi finished third, while Stan Clark just held on to fourth in the 2.0 Alfa Romeo GTV, being rapidly caught by the battling Camaro duo of John Olding and Les Leston. The £800 to £1,050 race was Ivan Dutton's on lap three, having overcome John Lyon's similar Escort Sport, Dutton and Lloyd both taking lap records, the latter by 1.2 s.

The Monoposto thrash was again good value, this year's champion Brian Jordan taking his Nike into an immediate lead, closely followed by John Boughton's Brabham BT18 and Alan Baillie's Viking. Boughton then led until lap seven, when Jordan reasserted himself back into Paddock, these two being shadowed throughout by Baillie. However, the latter got it all wrong at Druids next time round, leaving the car relatively undamaged on the inside bank, and allowing Jordan and Boughton to finish first and second, separated by 0.4 s. Third was John Mutter's superb Lotus 35 in green and yellow, with Bruce West shutting off as he coasted over the line in fourth. Small class runners Robert Laughton (Brabham BT18) and Eddy Heasell (Mono-Novamotor III) were locked in battle with Brian Toft's Anco until Laughton lost it at Clearways last time round, so Heasell took the class and fifth overall.

The second Castrol race had Allan Wilkinson (Mexico), Dick Scantlebury (Opel Ascona), Bernard Unett (Hunter), Tim Stock (Firenza), Roger Bell track testing a second works Hunter, Derrick Brunt (Firenza) and Derek Wileman (Mexico) all practising within a second of one another, so it had to be good stuff. However, it was Unett from the outset, and no trouble from Mr Stock this weekend, although once having disposed of Scantlebury, it was he who challenged Wilkinson for second. After close motoring the Firenza

overcame the Mexico champion on lap five, while the latter fell quickly into Scantlebury's clutches. The pressure from the Opel became too much on lap nine, Wilkinson spinning at Paddock, leaving third to Scantlebury behind Unett and Stock. Bell took the next place, gaining three places through the race, while Unett, Stock and Wilkinson now share the lap record. Tony Lanfranchi took the cheaper class, although former MRS instructor Tony Graham-Enoch practised his Moskvich faster, but it wouldn't start on the line; Lanfranchi also took the lap record.

Bertil Roos from Sweden did a shakedown race in a Supernova customer car and made no mistake about leading the Super Vee round from flag to flag. His main challenger was Mark Litchfield in the Crosslé 24F, once he had disposed of John Morrison's Supernova and then fellow M and S man Toby St George Matthews in a similar car. Morrison's car sounded decidedly off song towards the end, nearly dropping a further place from fourth, to Steve Tipping's Royale RP14 although both cars had petrol bothers.

As the up to 850 cc special saloons—all Minis—prepared for their warming-up lap, the rain began to fall, and the ensuing tyre-changing delayed the start by 15 m. At the off it was Bob Shepherd, slowly being caught by David Enderby's Pole Position-sponsored car, but before the battle, Shepherd spun at Druids, and Enderby hung on until the end. Shepherd lost one place, chased home by a consistent Joe Lockyear.

BOB CONSTANDUROS

TEAC Mini 7 championship round (10 laps): 1, Geoff Gilkes (Lawrence Mini), 10 m 38.2 s, 69.95 mph; 2, David Sambell (Mini), 10 m 39.8 s; 3, Mick Collard (Mini), 10 m 53.8 s; 4, Joe Rubie (Mini), 10 m 53.8 s; 5, Frank Gilliebrand (Gillie Mini), 10 m 59.6 s; 6, Robert Rowley (Mini), 11 m 13 s. **Fastest lap:** Gilkes, 1 m 02.2 s, 71.77 mph.

Melaware Cup for Formula Fords (10 laps): 1, Bob Arnott (Merlyn-Scholar Mk 24), 8 m 59 s, 82.82 mph; 2, Peter White (Palliser-Rowland WDF2), 9 m 06.2 s; 3, Wil Arif (Merlyn-Rowland Mk 20A), 9 m 08.6 s; 4, Lou de Marco (Merlyn-Rowland Mk 20A), 9 m 11 s; 5, Don Smith (Merlyn-Rowland Mk 20A), 9 m 16.4 s; 6, Robert Goodwin (Alexis Mk 15), 9 m 27.6 s. **Fastest lap:** Arnott, 52.6 s, 84.87 mph.

Antiference Trophy for Special saloons (10 laps): 1, Nick Whiting (1.6 Ford Escort-FVA), 8 m 57.8 s, 83 mph; 2, Jeff Allam (2.3 Vauxhall Viva GT), 9 m 16 s; 3, Brian Davison (2.3 Vauxhall Viva GT), 9 m 29.6 s; 4, John Homewood (1.0 Sunbeam Imp), 9 m 30.3 s.

Over 1300 cc class: 1, Whiting, 83 mph; 2, Allam; 3, Davison. **Fastest lap:** Whiting, 52.6 s, 84.87 mph.

1001 cc to 1300 cc class: 1, Ian Bax (1.3 Vickers Mini), 75.69 mph; 2, Jeff Drew (1.3 Mini Cooper S); 3, Brian Davis (1.3 Ford Escort). **Fastest lap:** Bax, 55.4 s, 80.58 mph.

851 cc to 1000 cc class: 1, Homewood, 78.29 mph; 2, Mike Chapple (1.0 Hillman Imp); 3, Colin Craven (1.0 Hillman Imp). **Fastest lap:** Homewood, 55.2 s, 80.87 mph (equals record).

Decorail Trophy for Modified sports cars (10 laps): 1, Tony Dunderdale (1.6 Turner), 9 m 39 s, 77.10 mph; 2, Andrew Talbot (1.3 Triumph Spitfire), 9 m 39.8 s; 3, Roger Redsell (1.1 Vickers Sprite), 9 m 51.4 s; 4, Mike Gidden (1.0 Clan Crusader), 9 m 52 s.

Over 2000 cc class: 1, Rod Longton (3.0 TVR Tuscan), 72.35 mph; 2, Tony Claydon (1.8 Piper P2); 3, Len Bosshard (2.1 Triumph TR3). **Fastest lap:** Longton, 59.8 s, 74.65 mph.

1301 cc to 2000 cc class: 1, Dunderdale, 77.10 mph; 2, Geoff Gilkes (1.8 Oselli Elan); 3, Philip Holiday (1.5 MG Midget). **Fastest lap:** Dunderdale, 56.6 s, 78.87 mph.

Up to 1300 cc class: 1, Talbot, 77 mph; 2, Redsell; 3, Gidden. **Fastest lap:** Talbot, 56.6 s, 78.87 mph.

Castrol Production saloon car round (10 laps), overall and over £1,500 class: 1, Richard Lloyd (5.7 Chevrolet Camaro), 9 m 49.6 s, 75.71 mph; 2, Stuart Graham (5.7 Chevrolet Camaro), 9 m 52 s; 3, Tony Lanfranchi (3.0 BMW Si), 10 m 10.4 s; 4, Stan Clark (2.0 Alfa Romeo 2000 GTV), 10 m 13.2 s. **Fastest lap:** Lloyd, 57.8 s, 77.23 mph (record).

£800 to £1,050 class: 1, Ivan Dutton (1.3 Ford Escort Sport), 67.75 mph; 2, John Lyon (1.3 Ford Escort Sport); 3, Dennis Bissell (1.8 Vauxhall Viva). **Fastest lap:** Dutton, 1 m 04.2 s, 69.53 mph (record).

Sta-Power Monoposto round (10 laps): overall and 1001 cc to 1600 cc class: 1, Brian Jordan (Nike-Panther HC), 8 m 47 s, 84.71 mph; 2, John Boughton (Brabham-Swindon), 8 m 47.4 s; 3, John Mutter (Lotus-Holbay 35), 8 m 53.8 s; 4, Bruce West (Brabham-Sigma BT18), 9 m 01.4 s. **Fastest lap:** Jordan and Boughton, 51.6 s, 86.51 mph.

Up to 1000 cc class: 1, Eddy Heasell (Mono-Novamotor III), 80.03 mph; 2, John Lancaster (JCM Mk 6); 3, George Dudley (Lotus 22). **Fastest lap:** Heasell and Robert Laughton (Brabham BT18), 53.8 s, 82.97 mph.

Castrol Production saloon car round (10 laps): overall and £1,050 to £1,500 class: 1, Bernard Unett (1.7 Hillman Hunter), 10 m 27.2 s, 71.18 mph; 2, Tim Stock (2.3 Vauxhall Firenza), 10 m 31 s; 3, Dick Scantlebury (1.9 Opel Ascona), 10 m 32.2 s; 4, Roger Bell (1.7 Hillman Hunter), 10 m 38 s. **Fastest lap:** Unett, Stock and Allan Wilkinson (1.6 Ford Escort Mexico), 1 m 01.8 s, 72.23 mph (record).

Up to 1800 cc class: 1, Tony Lanfranchi (1.5 Moskvich), 64.84 mph; 2, Tony Stubbs (1.5 Moskvich); 3, Peter Jopp (1.5 Moskvich). **Fastest lap:** Lanfranchi, 1 m 07.4 s, 66.23 mph (record).

Volkswagen GB Silver cup Super Vee round (10 laps): 1, Bertil Roos (Supernova), 8 m 33.8 s, 86.88 mph; 2, Mark Litchfield (Crosslé 24F), 8 m 36.6 s; 3, Toby St George Matthews (Supernova), 8 m 44 s; 4, John Morrison (Supernova), 8 m 52.6 s; 5, Steve Tipping (Royale RP14), 8 m 52.6 s; 6, Mike Tobitt (Lola T250), 8 m 56.2 s. **Fastest lap:** Roos and Litchfield, 50.4 s, 88.57 mph.

Special saloons up to 850 cc (10 laps): 1, David Enderby (Mini), 12 m 31.6 s, 59.39 mph; 2, Bob Shepherd (Mini), 12 m 32.4 s; 3, Joe Lockyear (Mini), 12 m 49.2 s; 4, George Champion (Mini), 13 m 0.2 s; 5, Jim Robertson (Bewdley Mini), 13 m 07.4 s; 6, Pete Northover (Mini Cooper), 13 m 17.4 s. **Fastest lap:** Shepherd, 1 m 11.4 s, 62.52 mph.



The winning Alpina BMW of Bell takes Stowe in pursuit of Fitzpatrick's Capri and Gardner's SCA Camaro.

SILVERSTONE TT

Bell/Ertl win for Alpina in battle of the giants

By ROBERT FEARNALL

Pictures by PETER BURN

A new partnership to this year's European Touring Car Championship — Austrian Harald Ertl and Derek Bell — won the final round of the series and the magnificent RAC Tourist Trophy for Burkhard Bovansiepen's Alpina BMW team at Silverstone last Sunday. Ertl, a bearded young German-residing Austrian took the orange Jagermeister CSL to victory in the first two-hour part and Bell — having his first saloon car race since an outing in a Mini at Oulton Park many years ago — won the second. However, it was no easy win for the Alpina team, who won the first round of the series at Monza in March, with the works Fords and BMWs giving a hard fight. The works BMW of Toine Hezemans and Dieter Quester caught up to within a few seconds on aggregate of the Alpina car when an impressive Quester held the race lead on the second part, but less than two laps before the finish the car ran out of fuel on the circuit.

Jochen Mass drove a brilliant race with the works Capri to strongly challenge the might of BMW; he finished second in the first part and leading the second when the temperature gauge went off the clock and Jochen made a couple of lengthy pit-stops. However, Mass still finished second, and although a couple of laps adrift had a fantastic dice with race leader Quester in the second part; without doubt this was an epic battle which not only was the highspot of the TT, but also one of the best saloon dices seen in this country. John Fitzpatrick's works Capri broke its engine near the end when holding third place overall and the other Capri of Dieter Glemser was sidelined by an unfortunate high-speed accident at Woodcote. As expected, Hans Stuck provided plenty of spectacular motoring with the works BMW but its clutch went in the first part. Biggest opposition to the German-based teams came from Frank Gardner's 7-litre SCA Freight Chevrolet Camaro, but it suffered a spate of tyre failures which eventually forced it out of the race. Ford Escorts dominated the 2-litre class, Vince Woodman initially holding the upper hand before retiring with engine failure which left the impressive Broadspeed Escorts of Jose Uriarte/Herve Leguellec and Rafael Barrios/Emilio Zapico to dominate the proceedings. By dint of these performances by the Spaniards, Ford snatched the 2-litre division from Alfa by one point.

Bell and Ertl averaged a brilliant 108.78 mph for the four hours in which they covered 150 laps, but what was shattering was the phenomenal 114 mph lap record set by Mass and Stuck, the 1 m 32.4 s lap time being 2 s better than Gardner's official record. All round, the TT lived up to its expectations in providing a magnificent race for the fairly large crowd of over 10,000.

ENTRY AND PRACTICE

Helped by the Jarama cancellation, making this the last European G2 round, the enthusiastic BRDC organisation gathered a superb entry for the Tourist Trophy and it's thanks to them and to Silverstone that British spectators were able to see the fabulous Ford and BMW teams in action in this country. Although BMW had already clinched the

championship, it didn't detract from their efforts at this race and both works teams from BMW and Ford made use of mid-week testing on the Grand Prix circuit. It soon became obvious that this was to be a fabulous spectacle—what a sight it was to see Stuck and Hezemans hurl their BMWs through Woodcote, getting incredibly sideways with the rear right wheel lifting well off the ground and both drivers working madly at the wheel. The Fords too looked most spectacular, but

it was quite apparent that the Capris were not as well sorted in the handling department. Frank Gardner felt he knew Silverstone well enough without resorting to Friday's unofficial practice, but the untimed session did unfortunately claim a leading 2 litre contender, the Peter Koepchen-tuned, Goodyear-shod BMW 2002 for Helmut Kelleners and Harald Menzel which Kelleners was taking round very rapidly indeed before the team's only engine blew up on Friday afternoon, leaving the whole team redundant.

Saturday's practice was divided in to three sessions, the first and last of which were dry while rain made the middle one very interesting too. Frank Gardner's SCA Camaro—which had undergone a considerable amount of work to make it a big contender for the long race—set the pace with a 1 m 32.9 s in the morning session, but he was bumped off pole position for the 2-2 rolling grid when Hans Stuck threw the works 3.5 BMW CSL around in the final session with the car very low on petrol, in an amazing 1 m 32.7 s; that was fantastic, and even Stuck said he was on the limit. Gardner decided it wasn't worth spending another few laps chiselling away at the BMW's time when there was four hours ahead; Frank commented that it became noticeable at this race that the 7-litre Camaro was in need of development after an easy year in Britain where the opposition hasn't required any more work. "They're beginning to squeeze, and it hurts," he remarked. Hans Stuck was much happier though, being delighted with the handling of the car particularly through the fast sweeps of Abbey and Woodcote and found it better with full tanks, although the clutch was causing concern. Third fastest came the smart Jagermeister Alpina 3.5 CSL of Harald Ertl and Derek Bell. This, the latest Alpina car built to replace the one in which Joisten was killed at Spa and which Ickx and Hunt drove at Ricard, incorporates a number of much-improved rear suspension tweaks and Bell found the winged device like a sports car to drive although it took a bit of getting used to when the car cocked a back wheel. Ertl, who went so well for Schnitzer at Zandvoort, started off with a 1 m 34.6 s, before the engine was taken out and then replaced for Bell to set fastest time in the wet hairy session in 1 m 46.4 s before improving to 1 m 34.4 s in the final period. The car was using the same engine used throughout Ricard and to be used throughout this meeting. The

second works BMW in those fabulous BMW colours, was shared between Toine Hezemans—this year's ETC champion—and Dieter Quester with Hezemans being the faster in 1 m 33.6 s. BMW were trying 16 in wheels for the first time after using 15 in ones all season.

All of the German Capris had handling problems, which were very difficult to improve. At first, the drivers were finding it difficult to match the times established last year, but various changes of springs, roll-bars and dampers gradually relieved the problem. It was not until the final session that the handling seemed steadier and Dieter Glemser headed the Capri trio with 1 m 34.1 s followed by Jochen Mass on 1 m 34.5 s and John Fitzpatrick on 1 m 35.1 s. The drivers reckoned that with a tow, times in the 1 m 34 s region were "on," but otherwise it would be difficult to beat 1 m 35 s. Originally Ford of Germany just entered two cars for this race, but with Jarama cancelled they thought they may as well run their third and their transporter also contained a number of spare engines, some of which were put in to use. Also on hand was their German team driver Hans Heyer. Surprise addition to the entry list was Ralph Broad's latest Capri, the BP of Belgium-sponsored car usually driven in Belgium by Claude Bourgoignie. The car (the one to replace Dave Matthews' write-off) was tested by Broadspeed test driver Andy Rouse on Friday with no plans to race it, but the car on its first test session at Silverstone was noticeably more stable through Woodcote than the German Capris and although it was using an old hack engine, its times were impressive while various spoilers were tried. Then on Saturday morning, the ailing engine of Vince Woodman's 1300 BDA engined Escort threw a rod when Rouse was at the wheel, so Woodman took over Rouse's usual 2-litre Broadspeed BDA Escort and the BP Capri was rushed over from nearby Southam for Andy Rouse to drive in the afternoon sessions. Rouse further proved his capabilities by achieving a very good 1 m 34.2 s to share the third row with Glemser. The immaculate car is very similar to Matthews' old car although the spring base has been further extended by 4 in. The car won at Zolder the previous weekend driven by Bourgoignie, and the engine was the one out of Matthews' wrecked car, since rebuilt but now very, very tired, and Ford of Germany didn't like the idea of lending Broadspeed one of their spares. Splitting the Capris was another British-based car, the Malcolm Gartlan run 3.5-litre Alpina CSL for Brian Muir who was plumping for reliability rather than flat-out speed and recorded 1 m 34.4 s in the morning. In the wet session, Yogi spun out of Copse and the car hit the bank, causing bodywork damage to the right hand front corner and a great deal of subsequent patching up work. They were the leading runners for the long race, the main talking point being to see which cars would have to make fuel stops, and a considerable amount of psyching developed.

Next in line were the three British "heavies" for David Howes in his 6.4 AMC Javelin (a very creditable 1 m 36.1 s), Terry Sanger and Mike Crabtree in the former's 5.7 Chevrolet Camaro (1 m 37.7 s) and late arrival Dennis Leech whose 7.1 Ford Boss Mustang recorded 1 m 37.8 s. Two other cars qualified from the big class, these being privately-entered Alpina BMWs with 3.3-litre engines; on 1 m 38.7 s came the Swiss Cox Cocher (who was having scrutineering problems with his wheel rim sizes) and on 1 m 39.3 s was the older version BMW for German Siegfried Muller and Pole Siegmund Ogradowcyk. Martin Birrane's old Mustang for himself and Martin Thomas was withdrawn on Friday after fruitless efforts to stir the engine in to action while the Group 1 cars—Denis Thorne's Firenza and three Capris of Ed McDonough, Holman Blackburn and Barrie Boulton/John Brindley—failed to get within the 120 per cent qualification limit of the average of the three fastest laps and could not start.

With the engine failure of the Koepchen

BMW and the non-appearance of the Alfettas owing to strikes, the 2-litre class was dominated by Escorts. Quickest was Andy Rouse's VMW/Broadspeed 2-litre Escort which just missed the record time with a 1 m 36.9 s, but the car was then taken over by Vince Woodman after his 1300 BDA engine failed, and Vince soon adapted to the larger car by setting 1 m 38.3 s and become fastest 2-litre car. Swedish champion Bo Emanuelsson was next up with his smart Timex Escort which achieved 1 m 38.6 s and used an 1840 Sports Car prepared BDA from Sweden for the race; Emanuelsson seemed to be having an enjoyable time judging by the way he threw the Escort through Woodcote on opposite-lock and during the wet session it was very spectacular stuff before he spun at Copse. Another to perform very spirited driving was Nick May whose Gerry Edmonds/Barry Smith Escort with its 1840 AVJ BDA engine achieved a most creditable 1 m 38.9 s despite persistent breaking of the front roll bar. And then came the reliable Spanish-entered Broadspeed Escorts of Jose Uriarte/Herve Leguella (1 m 39.0 s with a 2-litre aluminium engine) and Rafael Barrios/Emilio Zapico (1 m 41.0 s with an 1840 steel engine) before the first non-Ford, the Auto-delta Alfa GTAm of Carlo Facetti who made do as best he could with outdated equipment to record 1 m 42.8 s. The other Alfa GTAm's were farther back, Spartaco Dini doing 1 m 44.4 s, 0.4 s ahead of Walter Dona; Dini's was slightly damaged by a practice accident in the wet. The other foreign 2-litre representation was unimpressive, with the Dieter Hegels/Karl Heinz Tibor Alpina-tuned BMW 1600 setting 1 m 48.1 s, ahead of the 1 m 49.3 s set by the slow Opel Manta of German Franz Heine and Dutchman Gerrit de Fries. Another gaily-painted BMW 1600 for Germans Rolf Kienen/Ernst Juentgen failed to get within the qualifying time with its 1 m 52.8 s (the qualifying time being 1 m 51.6 s), and the Escort TC of Ken Coffey/Ted Worswick failed to make it too. Another non-starter was the fast British Escort of Jonathan Buncombe who withdrew on principle that a British championship contender should not be put on the reserve list.

The 2-litre class also included sub-divisions of 1-litre and 1300 cc for the RAC British Touring Car Championship contenders. The championship overall is led by Frank Gardner, but second and leader of the 1300 class is Peter Hanson whose 1300 Broadspeed BDA-engined Escort set fastest time again in 1 m 43.7 s and then had a most spectacular spin out of Woodcote in the wet which finished past the Motor bridge after lightly touching the pit wall. Next best was the Datsun Sunny which underwent an engine change at Janspeed after Friday's night practice and on this occasion the little Sunny was shared between Alec Poole and Tom Walkinshaw (his first time in the car) and established 1 m 44.3 s. With the Minis of Gordon Dawkins and Tony Clark not qualifying, the other 1300

starters were Jon Mowatt's Mini (1 m 49.3 s) and Mike Drinkwater's Mini (1 m 51.6 s). All of which left us with the 1-litre entries with close practice times—Bill McGovern's Imp on 1 m 50.0 s, Melvyn Adams' Imp on 1 m 50.7 s, Jim Burrows' Mini on 1 m 50.9 s and Les Nash's Imp on 1 m 51.1 s, while the bogy time put out the other Imps of Ivor Goodwin and Adrian Webb.

RACE

Conditions were dry and quite pleasant when the impressive array of 32 starters lined up for the first 2 hour part. After the V12 E-type pace car pulled off, the front row of Stuck and Gardner and the rest kept very good formation before the flag was lowered and Gardner powered in to the lead in to Copse from the closely-matched BMWs of Stuck, Hezemans and Ertl. That's how they remained for the first lap with Gardner trying to ease away in the lead from Hezemans, Stuck (they changed places at Stowe), Ertl and Mass in close formation, and then a gap before Rouse, Glemser, Muir and Fitzpatrick. While Gardner took command of the race, the dice for second place was stirring stuff with Stuck getting back on top on the second lap and in doing so, he established the new record lap of 1 m 32.4 s. But Mass and Ertl stuck with the works BMWs, with Muir taking charge of the second group on the third lap from Glemser, Rouse and Fitzpatrick, although barely a second separated them. However, this group was split up on the end of the fifth lap when Muir clipped a marker very hard on the inside of Woodcote; he slid out wide and took to the grass, causing Glemser to back off in case the BMW spun round in front of it. So close was the battle, however, that Rouse then hit Glemser up the back and while Muir got back on the track safely (well held, sir!) the works German Capri was sent spinning in to the barriers with light damage just before the Motor bridge and Rouse had his Capri's left front and wing badly battered but he was able to continue for the time being. Muir headed for the pits on the next lap to check the front suspension and soon after he was back in the pits to have the rear wing removed as the car was unbalanced after the front one was removed in the incident. All this cost Muir a couple of laps, but for the unlucky Glemser it was the end of his race against the sleepers.

Meanwhile there was drama at the head of the field too. The hectic high-speed dice between Stuck, Hezemans, Ertl and Mass which was continually changing places with some very fast motoring (particularly between Mass and Ertl at Woodcote) suddenly caught up with Gardner, who had slowed with badly chunking tyres. Stuck dropped to the tail of the quartet on the sixth lap, and next time Ertl got by Hezemans for second place in to Stowe and then did the same to Gardner at Club to take the lead; within a lap

John Fitzpatrick's Capri lifts a wheel to head Andy Rouse's damaged car in the first part.



Gardner was in the pits for his first of many change of tyres. Under constant pressure from Mass—who had disposed of Hezemans and was showing that the Capri's handling was much improved from practice as he was lapping in the 1 m 33 s bracket—Ertl just held on to the lead, while these two began to pull away from the BMWs of Hezemans and Stuck, the latter pair having tyre problems. Fifth place was now a confrontation between Fitzpatrick and Rouse, some way ahead of the American cars of Howes and Leech although the Mustang was soon to make the first of many pit-stops with fuel pressure problems and he eventually went off in to the barrier at Stowe. In eighth place Vince Woodman's Escort was clearly leading the 2-litre class although he was soon caught up by Cocher's BMW which went ahead on the 12th lap but four laps later headed to the pits with oil leaking from the gearbox, a stop which cost him 17 m. The other private BMW, that of Siegfried Muller, was going steadily to inherit ninth place with Cocher's delay.

Jochen Mass took the lead for the first time on braking for Stowe on the 14th lap, but Ertl was back in front by Club and they finished the lap virtually side-by-side through Woodcote before Ertl took Copse in front. Hezemans caught up with this pair by the 18th lap, leaving Stuck who came in to the pits next time round to check the brakes, suspension and tyres, but there was something more seriously amiss and within a few laps Stuck retired at the pits with no clutch. Another regular pitcaller was Gardner, who motored very quickly when he didn't have to ease off because of the tyres continually chunking and when the tread threw off so dramatically on one occasion, it broke the bodywork. It's difficult to discover why this problem suddenly developed unless it was because the car had not been pressed so hard before this year. Rouse's Broadspeed Capri was beginning to sound rough in the engine department as well as looking rough with its body damage and when the whole wing flew off on Hanger Straight, Rouse retired to the pits on the 24th lap with a broken crankshaft. Another early casualty was Nick May whose Escort lasted just six laps before the jackshaft broke when second in class, while Melvyn Adams' Imp blew its engine after three laps. Woodman continued to lead the 2-litre class from Leguellec while third in class saw a very good battle between the Escorts of Barrios and Emanuelsson until the 35th lap when the Swedish Escort was retired to the paddock with a multitude of problems including clutch, no third or fourth gears and chronic oversteering.

The battle for the lead settled down by the 20th lap, mainly because of so much lappery taking place. Ertl continued to impress with a steady performance in the lead over Mass' Capri which had pulled away from Hezemans with Fitzpatrick holding fourth over Howes and Woodman. Peter Hanson's 1300 Escort was performing very well for him to hold the 1300 class lead over Walkinshaw who was hurling the Datsun through Woodcote at great speed. However, the Datsun had a problem race, making many pit-stops firstly when the air dam was wiped off after Walkinshaw was taken off by an Alfa; then the starter motor jammed and much bouncing was needed; and then it suffered from oil surge and a flat battery. During one of the stops, Alec Poole took over the seat. Apart from Facetti who was circulating quickly behind the Escorts, the other Alfas of Dini and Dona were in serious engine difficulties from the first few minutes but kept plodding on, sounding dreadful. The 1-litre class featured a good battle between Nash and McGovern although the former's car suffered engine difficulties towards the end of the race, but Jim Burrows' Mini kept close contact with the Imps before he became ill with fumes and gradually lost ground, but didn't stop until he attacked the chicken wire at Maggots and was subsequently black flagged out of the race.

As the race approached half-distance, Hezemans caught up to challenge Mass very hard for second place until the 36th lap when the works BMW called at the pits to refuel

and change the rear tyres which took 40 s but Hezemans was back in a lap later to have the original right tyre put on, which dropped him some way behind Fitzpatrick who moved up into third. For fifth place, 2-litre class leader Woodman was demoted by Muller's BMW with the Spanish Escorts of Leguellec and Barrios lapping in close company behind, although Barrios' occasionally gave a terrible misfire.

Ertl's lead was made more secure when the trouble struck the nearest challenger Mass, who stopped at the pits on the 41st lap for 1 m 30 s to have the plugs changed, tyres changed and more fuel added. This moved Fitzpatrick in to second place although Mass still continued ahead of Hezemans and the German proceeded to thrash the wheel-lifting Capri through Woodcote in magnificent opposite-lock style as he closed the gap on Fitzpatrick. Fitzpatrick was not far from being lapped by Ertl at this stage, but the Alpina car was noticeably easing with such a commanding lead and a rapidly rising temperature gauge. Therefore all remained quiet until the 56th lap when Ertl made his routine stop which purely consisted off adding fuel and took 26 s before he was back in the race, comfortably ahead of the two Capris. A very quick routine stop to add fuel was made by Woodman's Escort, but soon after the engine started to sound miserably sick and he gradually dropped down the field as 2 hours ran off; although he finished—fourth in class—the broken piston put him out of the second part. Another late drama befell the Siegfried Muller Alpina BMW which had been progressing very well in fifth place but retired to the pits on the 56th lap with broken valve gear. Leguellec's Spanish Escort, which now led the 2-litre class, inherited fifth place ahead of team-mate Barrios (who was getting well sideways through Woodcote), but Leguellec had been delayed during this part with clutch trouble. Howes' Javelin had dropped down the field after a stop at midway revealed the car was left with top gear only. Added to that, Howes spun at Abbey near the end and again at Maggots, but he still finished seventh. The other big car, Sanger's Camaro ran quite well during this part to finish 12th but have a spin at Becketts.

Shortly before the end Fitzpatrick made a stop for fuel on his 71st lap and handed second place back to Mass with Fitz's short 10 s stop still putting him well ahead of Hezemans. The most unfortunate aspect of the entire race is the stupidity of these time races, because a driver's efforts can be completely wasted depending on when the chequered flag is shown. In this part, Ertl, Mass and Fitzpatrick were all on the same lap with the Alpina BMW only about 15 s ahead of the Mass Capri, but when the flag was shown at the end of two hours Mass was one of the first to take it to complete his 75th lap, while Ertl finished his 75th lap just before the flag went out, so went on to complete 76 laps. It gave Ertl's BMW a most unfair advantage for the second part for instead of being 12 s ahead of Mass, he was one lap and 12 s ahead.

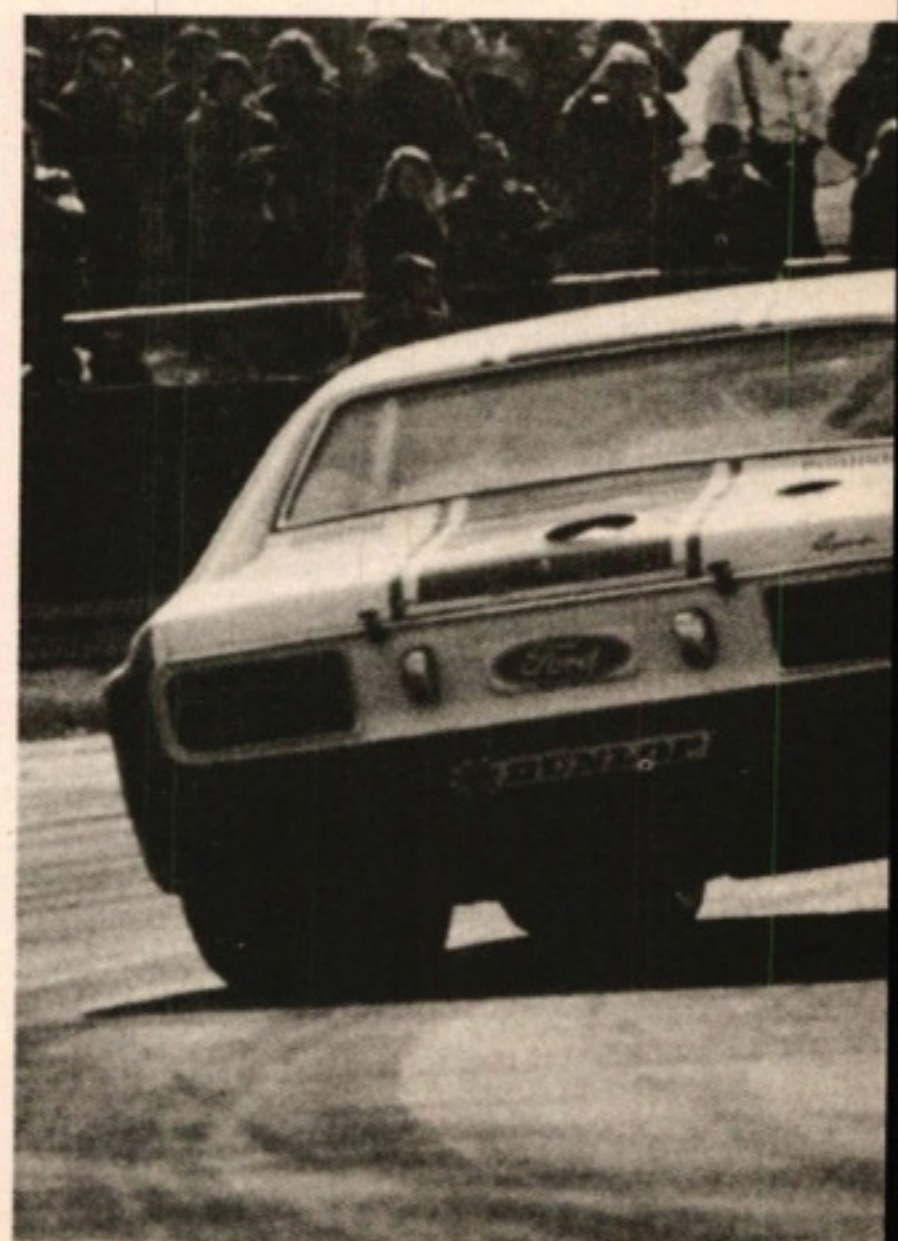
During the two parts, very little work could be carried out on the cars. Although many would have liked to, engine changes were not permitted which meant that the two sick Alfas of Dini and Dona were going to start the second part in the same sick way. Among those not to restart were Woodman, Glemser, Stuck, Rouse, Leech, Emanuelsson, May, Muller and Adams, while Howes started 26 m late and only then lasted 24 laps before black flagged for a loose wheel, but gearbox trouble forced him out anyway. Another late starter after changing an oil cooler was Muir's BMW, Yogi starting half a lap down on the rest. Concern about the amount of oil and water on the leading Alpina car there was much being used, and it didn't look like finishing.

Slight rain caused consternation shortly before the start of the second part, but although it became much more overcast and colder, the rains held off before the track was made even more slippery. This time from the rolling start Gardner was on the ninth row, so it was the BMW of Derek Bell (taking over

from Ertl) which took Copse in the lead with Mass outbraking Fitzpatrick into Becketts for second. Mass was in a very determined mood and leaving Club, the popular German stormed into the lead to complete the first lap waving the Capri's wheels high into the air with joy at Woodcote and just ahead of the BMWs of Bell and Quester (who took over Hezemans' seat), Fitzpatrick's Ford with Gardner already up to fifth. Quester soon demoted Bell to have a crack at Mass' Ford, but Mass was keeping to his lead and in doing so equalled Stuck's fantastic record lap of 1 m 32.4 s. Fitzpatrick and Bell were having a fine tussle for third place, right behind the leaders, Fitz taking the Alpina car on the inside of Woodcote on one occasion, but Gardner was hauling them in and split up the group on the sixth lap. By the eighth lap Gardner was up to second on Hanger Straight, while Mass was still holding the lead and beginning to ease away from the BMWs. But then terrible luck struck, for Mass' temperature gauge was into



During their epic battle in the second part, Mass and Jochen Mass drove a magnificent race in both parts.



danger zone and on the ninth lap the leading Capri headed quickly for the pits to take on water; a stop which cost him 43 s. But, on the next lap, Mass was back in the pits while the water temperature was checked again and the head tightened and this lost him around four laps; although the temperature gauge still read off the clock, Mass carried on for the rest of the race and it didn't seem to cause much of an aggravation.

So Gardner inherited the lead with Quester tucked in behind the Camaro, but it was not Gardner's day either for a front tyre threw a tread at Becketts on the 13th lap, again damaged the bodywork and the team decided to call it a day when Gardner limped the Camaro back to the pits. After all this excitement, Quester was now firmly in the lead, with Bell and Fitzpatrick still battling over second place and Cocher's BMW a very distant fourth while Muir moved up to fifth from his early deficit. Overall, Bell still held the lead for BMW from Fitzpatrick and Quester/Heze-

mans, who were quite close.

However, the highspot of the race came between laps 16 to 46. For those 30 laps the spectators were treated to the sight of a fantastic battle between leader Quester and Mass, who by this time was a few laps down and came out of the pits to join the works BMW. Quester couldn't afford to ease off as on aggregate there was precious few seconds between himself and Fitzpatrick and both were closing the gap on the leading Alpina car. For Mass, he was anxious to pick up time as well and perhaps pushed the BMW so hard that it broke. It was magnificent stuff as they continually swapped the lead in breathtaking fashion—time and again they outdid each other at Stowe, then at Woodcote, Copse, Club and Becketts. Most times it was a case of Mass continually outbraking the BMW which moved back with its extra power on the straight, but both drivers were getting their cars into the most incredible angles on the slippery track, sometimes coming through Woodcote side-by-side. And that was hairy! But out at Stowe, similar actions were taking place as they swapped away the "lead" and on the 22nd lap the two touched at Stowe and soon after touched again at Becketts and then again at Woodcote. But they were experienced enough to know what was happening, although Quester nearly lost the lot on the grass at Stowe on the 34th lap and on one occasion they spent most of the 2.93-mile lap virtually side-by-side shooting in between back-markers. So with both cars dented and banged, this fantastic battle—one of the best highlights ever seen at Silverstone—came to an end with race leader Quester heading for the pits to have a routine stop. He was back in the race in 1 m 14s after enough (?) petrol was put in, water added and a front wheel examined, and still in the lead. Quester's speed in the pits brought a warning to team-manager Neerpasch, while after the race both drivers expressed how they enjoyed the dice. So did we!

Derek Bell's dice with Fitzpatrick came to an end after 20 laps when Fitz made his routine refuelling stop early to clean the windscreen from oil being sprayed from the Alpina BMW, and after that Bell lapped in close company with Alpina team-mate Muir who was a lap down in fourth place, behind Cocher. In this part, the next battle in sixth place was being fought out between Mike Crabtree in Sanger's Camaro and Uriarte's class-leading Escort (Uriarte having taken over from Leguellec), which was resolved in the Escort's favour when the Camaro was black flagged on the 31st lap for a loose exhaust. Others to lose time included Bill McGovern who suffered a mechanical fault on the first lap with his Imp and lost 3 m, Peter Hanson whose 1300 Escort BDA made an unscheduled early stop to check an electrical misfire, but both went well after.

So far as the leaders were concerned, the next interest came on the 51st lap when Bell made his routine stop. Still plagued with overheating, Bell switched off at Abbey so that oil and water could be added straight away and a front nearside wheel was changed, too. The stop dropped him to fifth in this part but still in the overall lead. Quester was having a hard time with the car appearing to understeer badly as he fought it through Woodcote; he still had to try hard as he was within 10 s on aggregate on the Muir/Ertl car. Fitzpatrick who was holding second place in this part and third on aggregate headed for the pits on the 53rd lap when the engine suddenly went very rough and it was pushed into the dead car park with a broken piston. This briefly left Cocher in second place before Muir succeeded in passing him on the 57th lap although Yogi made his rapid routine stop just after as did Cocher, so Bell was soon back up to second in this part.

So with around 20 m left, the battle was between Part 2 race leader Quester and overall leader Bell. On the road they were well separated, but on aggregate there were precious few seconds in it with Bell having to drive hard to keep his advantage over a very determined Quester, whose angles in the works

car were really quite something as he gradually narrowed the gap. It was magnificent racing to watch these BMWs being driven at the limit despite handling problems on both (Bell's new wheel was rubbing on the bodywork), but with less than 10 laps left Bell locked brakes into Becketts and spun the car. It was a very quick spin but it gave Quester the opportunity to be under 5 s behind the Alpina car on aggregate. What a finish it looked like being but Quester was indicating to the pits that they ought to call him in for a last-minute refuelling stop. If they did, then the Alpina car would have the race sewn up but if the works car could last, it might pull off a last-minute win. What tension there was as the vital minutes ticked away with Quester trying as hard as ever when on the 73rd and penultimate lap, the car began to splutter and cough leaving Becketts. It cruised down Hanger Straight and pulled off at Stowe out of petrol. Quester was visibly very upset, but by a couple of minutes the gamble didn't pay off. Bell went on to win this part and clinch the verdict for Bovensiepen's Alpina equipe, and when Bell brought Quester back to the pits on the slowing-down lap he was justifiably annoyed, but the Austrian acknowledged a stirring ovation given to him by the crowd as he walked down the pit road. And all credit he deserved too, after a fabulous drive. It was later discovered that the team had brought in Quester five laps too early on the routine stop on lap 46 and although the car did enough laps to finish third, it wasn't classified as in a race of duration the car must cross the line as well as completing 70% of the distance, all of which heightened BMW's disappointment.

But the TT will also be remembered for a fabulous drive by Jochen Mass. Ford, the underdogs this year, were outnumbered completely at Silverstone but Mass drove brilliantly to put Ford at the front and but for the long pit stop to check the water temperature, may well have won overall. After those stops and his dice with Quester, Mass picked up an amazing amount of ground to finish fifth in the second part and second place on aggregate and what determined motoring it was too. After his late start Muir went very well to finish second on the same lap to Bell in the second part which gave him fourth on aggregate, and Cox Cocher drove impressively in the second part to take third, but dropped to eighth on aggregate after his first part delay.

The 2-litre class in the second part went to Uriarte which gave him and Leguellec the class on aggregate after a most impressive performance, with Facetti's sole reliable 2-litre Alfa finishing second in this part ahead of the other Spanish Escort which Barrios took over from Zapico during their refuelling stop when Zapico complained about fading brakes; however, on aggregate the Barrios car was clearly ahead of the Alfa. The Poole/Walkinshaw Datsun ran much more reliably in this part to take ninth overall and beat the 1300 Escort of Peter Hanson, who was delayed by the early pit-stop but easily won the 1300 class on aggregate. After his first lap delay, McGovern ran smoothly to win the 1-litre class while his Bevan-Imp team-mate Les Nash ran into trouble with a broken fan belt and burst water hose.

RAC Tourist Trophy: September 23
European and British Touring Car Championship rounds
Aggregate result of two 2-hour parts
1. Derek Bell/Harald Ertl* (3.5 BMW CSL), 150 laps, 4 m 2 m 9.6 s, 108.78 mph;
2. Jochen Mass (3.0 Ford Capri RS), 147 laps;
3. Brian Muir (3.5 BMW CSL), 140;
4. Jose Uriarte/Herve Leguellec* (2.0 Ford Escort RS), 140, 102.20 mph;
5. Rafael Barrios/Emilio Zapico (2.0 Ford Escort RS), 140;
6. Carlo Facetti (2.0 Alfa Romeo GTAm), 138; 7. Cox Cocher (3.3 BMW CSL), 134; 8. Peter Hanson* (1.3 Ford Escort BDA), 133; 9. Alec Poole/Tom Walkinshaw (1.3 Datsun Sunny), 128; 10. Franz Heine/Gerrit de Fries (1.9 Opel Manta), 125; 11. Bill McGovern* (1.0 Sunbeam Imp), 124; 12. Dieter Hegels/Karl Heinz Tibor (1.6 BMW 1600/2), 118.
Fastest lap: Hans Stuck (3.5 BMW CSL), and Mass, 1 m 32.4 s, 114.04 mph. 2-litre class: Vince Woodman (2.0 Ford Escort RS), 1 m 37.4 s, 108.18 mph.
Part 1, 2 hours: 1. Ertl, 76 laps, 2 m 1 m 29.8 s, 109.86 mph; 2. Mass, 75; 3. Fitzpatrick, 75; 4. Hezemans, 74; 5. Leguellec, 71; 6. Barrios, 71. Fastest lap: Stuck, as above.
Part 2, 2 hours: 1. Bell, 74 laps, 2 h 0 m 39.8 s, 107.70 mph; 2. Muir, 2 h 1 m 8.8 s; 3. Cocher, 73 laps; 4. Mass, 72; 5. Uriarte, 69; 6. Facetti, 69. Fastest lap: Mass, as above.
* Class winners



the inside of Quester's BMW at Becketts (above). here in typical pose which made the TT so spectacular.



Clive Skilton chases sub 6.5 second Drag record

Ask Clive Skilton what it feels like to travel a $\frac{1}{4}$ -mile strip in 6.69 seconds reaching a speed of 223 mph and he'll tell you it's like coming down Mount Everest on skis. However, that gives you no indication of the size of the machine under him. With a 7.4-litre engine producing an incredible 1,700 b.h.p. at 10,000 r.p.m., on every run it eats up five gallons of 80% nitro fuel at a cost of £25. All of which goes to make drag racing the noisiest and most spectacular of all motor sports.

Although this American based sport has only really caught on in England in the last few years it's fast increasing in popularity. And in Clive Skilton we now have one of two drivers with the necessary talent and drag machinery to challenge the Americans.

His new machine, is powered by an aluminium Donovan engine designed specifically for the job.

In setting his seal on the BDR & HRA National Championship (the title being decided over a 2-day meeting at Santa Pod in August) Clive beat his arch rival Dennis Priddle, and in the process set up a new record of 223 mph. His fastest time for the distance is 6.61 seconds set at Silverstone earlier this year and he currently leads the

Castrol Championship (the first drag series to be recognised by the RAC) and hopes to achieve a fantastic sub 6.5 second run at a terminal speed of around 230 m.p.h. before the end of the season.

Although Clive's machine is very much the cream of the cake, there is also an incredible variety of dragsters in the lower classes, many of which are currently turning in performances as good as the Americans. 'Stripteaser' is a good example of these. Handled by Roger Bishop and Roger Missent it's basically a mini van equipped with a vastly modified 3.8 Jaguar engine. Ed Shaver's Castrol-sponsored Funny Car is based (very loosely) on a Vauxhall VX4/90 and is capable of performances not far short of the Top Fuellers. Freddie Whittles's 'Shutdown' is another Castrol-sponsored car powered by a 6.4-litre Chrysler engine. It currently leads its class in the Castrol/RAC Championship and looks like finishing around 3rd overall.

But to explain the excitement of drag racing is virtually impossible. Far better that you experience it for yourself at Blackbushe on September 30th for the final round of the Castrol/RAC National Drag Racing Championship.



Trevor Smith.

out to be the most exciting for some time, the final round at the University College of Swansea MC on October 28th should provide a fitting climax to the driving test season.

Look out for the Mexico Yumping Bean



With competition so fierce in Group 1 rallying at present every ounce of the car's comparatively modest output has to be used. Flat out is the only way to drive.

34-year-old Bob Bean certainly seems to have got the message. Which probably accounts for his blue and white Service Garage Mexico being nick-named the Mexico Yumping Bean. A fair indication of how he drives. Nevertheless, seven years of hard rallying has brought a string of successes to Bob. Notably in the Castrol/Motoring News events and on the Welsh Rally in which he finished 10th this year and was the first Mexico home.

With regular co-driver, Alan Greenwood, the Barnsley pair have been giving priority to the Ford Escort Mexico Championship this season and are hard on the heels of current leader Nigel Rockey. With the series having just restarted after its summer slumber, there's a lot of action to come, and the 'Team Castrol Bean' is sure to be in the thick of it.



Trevor Smith takes title again

For the second year running the Castrol/BT & RDA Autotest Championship has been won by Team Castrol's Trevor Smith from Witney near Oxford. With his 1275 cc Sprite he gained the maximum 40 points as far back as July and clinched the title by setting FTD at the Dunlop MC round on September 2nd.

While Trevor can now relax there's a battle royal on for the next few places.

Peter Noad from Wembley (another Team Castrol member) still thunders around in his 2.1-litre VW and looks set for a well earned class win. But there's a tremendous struggle in the small saloon car class, between Phil Darbyshire (1275 GT) and John Larkin (Cooper), the former holding a slight advantage as they go into the last three events.

With this year's championship turning



Start to the final JCB round at Silverstone with Corner, Faure and Harper (8) on the front.

JCB HISTORIC

Corner's title

Neil Corner won the final round of the JCB Historic Championship in stupendous style with the 3-litre Aston Martin DBR4, to clinch his first JCB title. Corner averaged 103 mph for the excellent 10-lap finale, and set an outstanding record lap in 1 m 39.2 s (106.22 mph), which is almost a second under the old time, in what seems like being his last race with the car as he is putting it away for next year.

Corner started his domination in practice, with a lap of 1 m 39.6 s with the Grand Prix Aston which was driven by Roy Salvadori on the same circuit in 1959. Completing the front row were the Lister-Jaguars of Nick Faure (with the Camel Hexagon spaceframe chassis car) and John Harper (with the Costin-bodied Lister which once had a Chevrolet engine installed). From the start, there was no one to touch Corner. As this was his last run in this car for some time, he was determined to better his lap record and did so in brilliant style, weaving the big Aston through Woodcote on every lap although a backmarker caused a nasty moment once.

The other race was almost 20 s behind, but much closer. Faure originally held the upper hand over Harper, but John Roberts' 1959 Lotus-Climax 16 picked up strongly from its third row grid position and passed the Listers on the second lap. In a very exciting battle, the Listers got by Roberts again on the fourth lap and Faure just succeeded in keeping Harper at bay until the flag with Roberts hard on their tails. But the most exciting dice came in fifth place between Willie Green in Bamford's 1972 championship-winning Birdcage Maserati and Charles Lucas who had replaced his usual Birdcage by borrowing Corner's 1957 ex-Behra Maserati 250F (chassis no 2528). Green was some distance ahead in the early laps before Lucas, with bagsful of opposite lock through Woodcote, caught up and the two had an enormous battle which saw them virtually touch at Woodcote on the seventh lap. Almost every corner saw them changing places, but with yet more sideways motoring by Lucas, the 250F took the chequered flag fractionally ahead.

Once past David Ham's beautiful Lister-Jaguar, Martin Morris' famous 1954 Rheims 12-hour winning Jaguar D pulled away to a comfortable seventh place while Ham—not a regular JCB competitor—became involved in a battle with Gordon Lee's ex-Peter Whitehead 1958 Lister-Jaguar which Lee—probably having his last race—got the better of and subsequently pulled away in eighth place. Despite a misfiring engine, Anthony Hutton was motoring rapidly in the famous ex-Moss Lister and caught and dived with Ham until the final lap when Hutton's Forward Enterprises Lister held the narrowest of advantages over the line. Ray Potter's Syracuse GP-winning Connaught B7 gradually fell back to a comfortable 12th and the last car unlapped.

Behind Alan Cottam's splendid 1956 Maserati 250F (chassis no 2522) in 12th place, came an amazing gaggle of cars which

were continually changing places. This group was originally headed by Malcolm McGregor driving Chris Stewart's immaculate 1959 Le Mans-winning Aston Martin DBR1/300, but he gradually became engulfed by a constant battle between the ex-Beckett Lister-Jaguar of Chris Drake and the 2-litre class-leading Cooper-Bristols of Richard Pilkington and Barry Simpson, until Simpson's ex-Ecosse Mk 1 version retired to the pits on the eighth lap after giving Pilkington a good challenge. This left Pilkington's former Jack Brabham Redex Special, 1953 Mk 2 version hard on the tail of Drake, with McGregor falling back in 15th and Cameron Millar's blue ex-Stan Jones Maserati 250F got the better of Willie Eckerslyke's 3.5 D-type Jaguar, which was demoted just before the end by Hon John Fellowes' large 4½-litre ex-Crabbe Maserati 450S. Two further D-types were close together behind, Peter van Rossem's production version just beating Murray Smith in the JCB Le Mans, long-nosed car on the last lap, and another battle saw Frank Lockhart's 1938/46 six-cylinder Rover 60 Special narrowly defeat the ultra-efficient championship organiser Bill Allen, who was having his first race with the beautiful Paul Kelly-entered Jaguar XKSS, the 3.4-litre roadgoing version of the D-type of which 16 were made. Hon Patrick Lindsay's successful ERA Remus R5B was well placed before the engine went off song in the closing laps and he toured round until the end, while another casualty was Brian Joscelyne's 1958 works Aston DBR1 which stopped at Copse on the first lap with something amiss in the gearbox. The other incident of note was when Terry Harrison's Lotus 11 Le Mans tried to pass Ken Rogers' Lotus Mk 10 on the inside of Woodcote and took half the markers with it and damaged the bodywork.

In addition to Corner's record, both Harper's Lister and Pilkington's Cooper reduced their class times in this very fast race, which attracted a considerable amount of attention from the impressed works BMW and Ford G2 teams as well as the spectators. The race marked the end of this year's superb championship which may not be supported by JCB next year, and with their customary efficiency, Speed Merchants immediately announced the points positions which saw the class titles go to Faure, Corner and Pilkington and with much flowing of champagne from G. H. Mumm, the champions were given a ride on a JCB excavator.

ROBERT FEARNALL

JCB Historic Car Championship round (10 laps): 1, Neil Corner (3.0 Aston Martin DBR4), 17 m 2.2 s, 103.08 mph; 2, Nick Faure (3.9 Lister-Jaguar), 17 m 25.4 s; 3, John Harper (3.8 Lister-Jaguar), 17 m 25.6 s; 4, John Roberts (2.5 Lotus-Climax 16), 17 m 27.0 s; 5, Charles Lucas (2.5 Maserati 250F), 17 m 39.8 s; 6, Willie Green (3.0 Maserati Tipo 61), 17 m 40.4 s. **Fastest lap:** Corner, 1 m 39.2 s, 106.22 mph (record).

Up to 2000 cc: 1, Richard Pilkington (2.0 Cooper-Bristol Mk 2), 91.77 mph; 2, Ken Rogers (2.0 Lotus-Bristol Mk 10); 3, David Childs (2.0 Lister-Bristol). **Fastest lap:** Pilkington, 1 m 52.6 s, 93.58 mph (record).

2001 to 3000 cc: 1, Corner, 103.08 mph; 2, Roberts; 3, Lucas. **Fastest lap:** as above.

Over 3000 cc: 1, Faure, 100.80 mph; 2, Harper; 3, Martin Morris (3.8 Jaguar D). **Fastest lap:** Harper, 1 m 42.8 s, 102.50 mph (record).

JCB Championship positions. Overall: Neil Corner.

Up to 2000 cc class: 1, Pilkington; 2, Rogers; 3, Barry Simpson (2.0 Cooper-Bristol Mk 1). **2001 to 3000 cc:** 1, Corner; 2, Roberts; 3, Willie Green (3.0 Maserati Tipo 61). **Over 3000 cc:** 1, Faure; 2, Harper; 3, Richard Bond (3.8 Lister-Jaguar).

STP FF

MacLeod stars

Donald MacLeod's win in the STP Formula Ford Championship race for Van Diemen means that he still has a chance of clinching the title at the final round on October 6 from Derek Lawrence who came from near the back of the grid to finish fifth.

Two qualifying heats for Sunday's final were held on Saturday afternoon, the first of which was initially led by Steve Jefferies' Merlyn Mk 20 before he spun down the field at Copse on his second lap. A large battle ensued which saw Ted Wentz' Catnic Elden PH10B and John Murphy's Hawke DL11 pull away in the closing stages to battle out the last lap in typical slipstreaming style with Wentz getting the verdict at the finish by inches. Just over 2 s behind came the rest of the battle which saw Richard Eyre's Dulon narrowly defeat Geoff Lees' Royale RP16, Dick Heale's Dulon LD9 and Chris Barnett's Royale RP16 after a big sort-out on the last lap. Jefferies worked back to seventh after his spin.

For the second heat, Derek Lawrence's Dulon and Donald MacLeod's Van Diemen started from the back of the grid with a 10 s penalty after missing practice through racing at Oulton and commuting back to Silverstone, which meant some hectic motoring through the field (Lawrence's car was practised by Ian Taylor). Meanwhile the lead was disputed between Richard Hawkins' Titan and Alo Lawler's Royale very vigorously until they touched at Stowe on the third lap which left Hawkins with a massive lead until the finish and Lawler battling for second place. Eventually Lawler got back his second place with Matthew Argenti's Merlyn Mk 24, MacLeod and David McCallum's Van Diemen virtually dead-heating for third place although the judges decided on the above order. It was just as close behind with Mike King's new Lola T340 just beating Patrick Neve's similar type Lola, Mike Blanchett's Lotus 61M, David Barkas' Royale RP16, Alan Clenell's Alexis Mk 18, Tony Pollock's Dulon MP15 and Colin Emery's MRE—all of which were covered by 6 s. But what of Lawrence? Well, he worked up through the field with MacLeod in to sixth place but spun on the penultimate lap to 13th which is where he finished although it meant a low grid position for the final.

The final was run over 12 laps on Sunday and with the two championship points leaders away from the front places on the grid it promised a great deal of excitement. All eyes were really on Lawrence back on the 11th row and true to form he put up a stirring drive.

From the start though it was Hawkins' Titan which set the pace from the middle of the front row. At the end of the first lap he came sliding through Woodcote just ahead of Murphy, Eyre, Wentz, Lees, Lawler, Heale, Blanchett, McCullum and MacLeod. Next time round Lawrence was right up to fifth leading a bunch which trailed the extremely hairy quartet of Hawkins, Murphy, Eyre and Wentz. The works Dulon man's speed took him up to third next time round and took MacLeod up as well into the leading bunch. MacLeod leap-frogged to the front on lap 4 as Lawler joined the group. Lap five at Stowe found Lawrence spinning down to 13th seemingly way out of contention. His indiscretion saw Eyre and Lawler lose contact with the leaders and they forced a separate trio dicing for fifth with Lees.

The very determined Hawkins was at all angles in keeping the Titan in front as MacLeod really piled on the pressure in the Van Diemen while Murphy and Wentz tried to get round them both from all directions. Lawrence moved up to eighth on lap six, then six and fifth. However by this time the leaders had pulled well away and there was no chance of gaining any more places unless there was an accident up front.

SILVERSTONE

This certainly looked on but somehow it just never happened.

Hawkins squeezed in front as MacLeod got very crossed up and dropped to third at Woodcote on lap nine. Next time Wentz made his bid and went to the fore. It was Hawkins again on the penultimate tour with Murphy right behind and MacLeod handily placed in fourth. MacLeod put all his experience and bravery into the last lap and as they came under the Express bridge, he kept it really tight on the inside despite attempts of others to keep even tighter. It was an almighty scramble but to their credit everyone came out unscathed and Murphy was second 0.2 s down, Hawkins third, 0.4 s behind, and Wentz fourth another 0.4 s away.

Lawrence was only a further 1.4 s behind after a mighty drive which netted him two more championship points and moves him nearer the STP title. His challenger Blanchett fell off with Lees on the last lap which left sixth place to McCullum's Van Diemen which

dead-heated with Mike King's smart new Lola T340 while Eyre was only 0.2 s in arrears. Just over a second behind them were another pair dead-heating on time, Lawler and Mike Young's Merlyn Mk 24.

There were many mumblings of protests afterwards some concerning the driving tactics of a couple of the front runners and others of course, questioned about Lawrence's car thinking that he had switched to his Oulton chassis. Thankfully no money was actually put down and everyone was happy.

STP Formula Ford, heat 1 (7 laps): 1, Ted Wentz (Elden-Rowland PH10B), 12 m 38.0 s, 97.31 mph; 2, John Murphy (Hawke-Close DL11), 12 m 38.0 s; 3, Richard Eyre (Dulon-Davron MP15), 12 m 40.2 s; 4, Geoff Lees (Royale-RE16), 12 m 40.4 s. **Fastest lap:** Steve Jefferies (Merlyn-Scholar Mk 20), 1 m 44.0 s, 101.32 mph.

STP Formula Ford, heat 2 (7 laps): 1, Richard Hawkins (Titan-Titan Mk 6), 12 m 33.8 s, 100.52 mph; 2, Alo Lawler (Royale-WRA RP16), 12 m 35.2 s; 3, Matthew Argenti (Merlyn-Scholar Mk 24S), 12 m 35.4 s; 4, Donald MacLeod (Van Diemen-Scholar), 12 m 35.4 s; 5, Hawkins, 1 m 42.8 s, 102.50 mph.

STP Formula Ford, final (12 laps): 1, MacLeod, 20 m 33.2 s, 102.54 mph; 2, Murphy, 20 m 33.4 s; 3, Hawkins, 20 m 33.8 s; 4, Wentz, 20 m 34.2 s; 5, Derek Lawrence (Dulon-Titan MP15), 20 m 35.6 s; 6, David McCullum (Van-Diemen Scholar FA 73) and Mike King (Lola T340), 20 m 44.0 s. **Fastest lap:** MacLeod, 1 m 40.4 s, 104.95 mph.

FF battle with Macleod, Hawkins and Wentz at the front.



LLANDOW

Davies' double

The final Llandow car meeting of the year was run by the BRSCC last Sunday and new lap records were established in four of the seven races on the one mile circuit. It was a good day for Vernon Davies (Stuff U2 Mk 12) who won both the ShellSport Clubman's race and the libre thrash.

Racing started in a far from auspicious manner with only five starters lining up for the one litre ShellSport Clubmans race. The only consolation was that Martin White (U2 Mk II) and north countryman Derek Walker (Ladybird Mk 10) raced in very close company for the whole 15 laps and established a new joint lap record. Walker never quite managed to pass the victorious White. The only other serious finisher was Martin Young (U2 Mk 11B) who was 20 s in arrears at the finish.

A much more healthy field presented itself for the championship Formula Vee race and Olly Hollamby (Austro) and Bruce Venn (Scarab) left the field to dispute the lead. Unfortunately they got a little too close and tangled on lap seven both retiring at the bottom bend. This left Brian Urwin (McNamara), Martin Thompson (Scarab) and Malcolm Horwood (C.M.) to fight for the lead. Horwood was slightly dropped towards the end and Urwin was always just able to fend off Thompson. Glenn Hay (Landar) was the only other unslapped in fourth place.

The STP Prodsports provided much entertainment but the winner was Chris Meek by miles in the MTC De Tomaso Pantera. Equally lonely in second and third places were Count Giovanni De Stephano (Carrera) and Malcolm Wayne (Europa). Simon Taylor, our esteemed publisher, was having a one off outing in the Sports Motors Europa and after

a few off course excursions managed to take an impressive fourth overall. Roger Smith was next up winning a good dice with fellow Elan driver David Cudworth. Doc Griffiths in his very hairy Jensen Healey won an entertaining duel with Shaun Jackson's class winning TR6, the Healey cornering on two, three but never four wheels! Best dice of the race was between the Aldon Midgets of Geoff Till and Terry Hathaway who motored in close company for the whole race with the very tidy Till cashing in with a class win.

With local boy Vernon Davies on pole and Richard Mallock alongside the Clubmans race was going to be good. It lived up to its promise with Mallock chasing Davies all the way and challenging hard getting right on the Welshman's heels in the closing laps. Davies however did his stuff and used his local knowledge to just stay ahead. Both share a class lap record 0.4 s off the outright record. Barry Foley had one of his best races of late in taking the St Bruno Roughcutter into third place after a fine scrap with Steve Russell's U2 Mk 12, the journalist trying all he knew to pass "Catchpole" but not quite managing it. Sid Marler was feeling a bit off colour but managed to keep his Gryphon in touch with these two to finish fifth ahead of Pete Cook's U2.

With £100 at stake to the winner of the BRSCC (SW) FF championship all was at stake in this final. Local expert Clive Power led away but was soon challenged by Roger Bruce-White's similar Dulon MP15. Power was reluctant to let him by and pulled a very suspect move which almost elbowed Bruce-White into a marshals post containing your reporter—very naughty! Following this Power almost lost it and Bruce-White was through to what looked like victory until he was forced off by backmarkers. So Power came through to win from a hard charging Pato Nunez (Elden Mk 10A), a recovered Bruce-White and the very hairy Jeremy Rossiter (Dulon LD9). Fifth was an out of touch

Bryan Sharp (Merlyn Mk 24) but Sharp shared fastest lap with John Stelling (Elden Mk 8). Stelling had two spins during the race, the second of which was in front of the leaders. Ian Moore (Dulon LD9) came home sixth ahead of Cliff Webb's Hawke DL10 and David Granville's Titan Mk 5/6.

Chris Meek had taken the opportunity to bring his Princess Ita Escort-BDE down to show the Llandow regulars the way home. This he proceeded to do at terrific pace taking 1 s off Gerry Marshall's two-month-old record but unbeknown to those watching his clutch was slowly failing after being cooked waiting for the flag to fall and eventually a driveshaft doughnut broke with two laps to go when Chris was almost two laps ahead of the whole field. This left victory to Bernard Richards' Cooper S who had a clear lead over the 1 litre class winner Len Brammer who won the Welsh National Saloon Championship in his Longman MRL Mini. Dave Williams' Wolseley Hornet just beat Allan Parfitt's Cooper S for third place with John Morgan's 3.8 Jaguar just beating the 850 winner Ken Bowen (Mini). Star of the race was Tony Shaw who twice spun his G1 Capri at the Devils Elbow, the second time in a pack causing some drastic avoiding action.

So to round off the Llandow season was a Formule libre race and John Davies' very rapid Brabham Holbay BT15/21 complete with March type nose led away and looked fairly secure until a cutting engine and serious oil leak brought about his retirement with a spin. This left Vernon Davies to streak away to his second victory in the U2 Mk 12. Second almost throughout, despite a mid race spin lapping FFs was Peter Deal's Brabham twin cam BT21D. Battling for third place were the Clubmans cars of Barry Foley and Pete Cook with the on form Foley taking the place again. Clive Power won the unofficial FF section of the race by just beating Ian Moore who had been delayed earlier when entangled with a spinning Jeremy Rossiter.

PETER RICHINGS

ShellSport Clubmans Formula up to 1000 cc (15 laps): 1, Martin White (U2 Mk II), 9 m 38.4 s, 93.36 mph; 2, Derek Walker (Ladybird Mk 10), 9 m 41.8 s; 3, Martin Young (U2 Mk 11B), 9 m 58.2 s; 4, Steve Saunders (U2 Mk 8). No other finishers. **Fastest lap:** Walker and White; 37.6 s, 95.74 mph (record).

National Championship Formula Vee (20 laps): 1, Brian Urwin (McNamara), 13 m 31.4 s, 88.74 mph; 2, Martin Thompson (Scarab 72B), 13 m 32.6 s; 3, Malcolm Horwood (C.M.), 13 m 37.4 s; 4, Glenn Hay (Landar), 14 m 00.4 s; 5, Ian Bunker (McNamara), 19 laps; 6, Graham Sinclair (McNamara). **Fastest lap:** Olly Hollamby (Austro) 37.6 s, 95.74 mph (record).

STP Prodsports (20 laps) overall: 1, Chris Meek (5.7 De Tomaso Pantera), 13 m 45.2 s, 87.25 mph; 2, Count Giovanni De Stephano (2.7 Porsche Carrera RS), 14 m 05.0 s; 3, Malcolm Wayne (1.6 Lotus Europa), 14 m 20.8 s; 4, Simon Taylor (1.6 Lotus Europa), 19 laps.

Over £3000: 1, Meek; 2, Stephano. **Fastest lap:** Meek 40.2 s, 89.55 mph (record).

£1,625-£3,000: 1, Wayne, 83.64 mph; 2, Taylor; 3, Roger Smith (1.6 Lotus Elan). **Fastest lap:** Wayne, 41.6 s, 86.54 mph (record).

£1,200-£1,625: 1, Shaun Jackson (2.5 Triumph TR6), 77.00 mph; 2, Ron Hopkinson (1.8 MGB); 3, Colin Blower (1.8 MGB). **Fastest lap:** Jackson; 45.4 s, 79.30 mph (record).

Up to £1,200: 1, Geoff Till (1.3 MG Midget), 76.54 mph; 2, Terry Hatchaway (1.3 MG Midget). No other starters. **Fastest lap:** Till, 45.8 s, 78.60 mph.

ShellSport Clubmans Formula 1001-1600 cc (20 laps): 1, Vernon Davies (U2 Mk 12), 11 m 53.6 s, 100.90 mph; 2, Richard Mallock (U2 Mk 12), 11 m 54.0 s; 3, Barry Foley (St. Bruno Roughcutter), 12 m 14.2 s; 4, Steve Russell (U2 Mk 12), 12 m 15.0 s; 5, Sid Marler Gryphon (73), 12 m 19.6 s; 6, Pete Cook (U2), 12 m 29.4 s. **Fastest lap:** Mallock and Davies; 34.8 s, 103.45 mph (record).

Formula Ford (20 laps): 1, Clive Power (Dulon Rowland MP 15), 13 m 01.4 s, 92.14 mph; 2, Pato Gutierrez Nunez (Elden-Hammerschmid Mk 10A), 13 m 01.6 s; 3, Roger Bruce-White (Dulon-Bright LD9 Imp 15), 13 m 03.6 s; 4, Jeremy Rossiter (Dulon KMB LD9), 13 m 07.0 s; 5, Bryan Sharp (Merlyn Longman Mk 24), 13 m 14.6 s; 6, Ian Moore (Dulon Rowland LD9), 13 m 22.8 s. **Fastest lap:** Sharp and John Stelling (Elden Longman Mk 8); 37.8 s, 95.24 mph.

Special Saloon (20 laps) overall: 1, Bernard Richards (1.3 Cooper S), 13 m 55.0 s, 86.23 mph; 2, Len Brammer (1.0 MRL Mini), 14 m 05.0 s; 3, Dave Williams (1.3 Wolseley Hornet), 14 m 05.2 s; 4, Allan Parfitt (1.0 Cooper S).

Over £300 cc: 1, John Morgan (3.8 Jaguar), 84.25 mph; 2, Tony Shaw (3.0 Ford Capri). No other finishers. **Fastest lap:** Chris Meek (2.0 Ford Escort), 37.0 s, 87.29 mph (record).

1001-1300 cc: 1, Richards; 2, Williams; 3, Nick Wadham (1.3 Cooper S). **Fastest lap:** John Gregory (1.3 Ford Anglia), 40.6 s, 88.67 mph.

851-1000 cc: 1, Brammer; 85.21 mph; 2, Parfitt; 3, D. Chambers (1.0 Cooper S). **Fastest lap:** Parfitt, 41.0 s, 87.8 mph.

Up to 850 cc: 1, Ken Bowen (Mini), 84.23 mph; 2, Peter Curtis (Mini). No other starters. **Fastest lap:** Bowen, 41.4 s, 86.96 mph.

Formule libre (15 laps): 1, Vernon Davies (1.6 U2 Mk 12), 9 m 25.2 s, 95.54 mph; 2, Peter Deal (1.6 Brabham BT21D), 9 m 35.0 s; 3, Barry Foley (1.6 St Bruno Roughcutter), 9 m 46.2 s; 4, Pete Cook (1.6 U2), 9 m 49.0 s; 5, Clive Power (1.6 Dulon MP15), 9 m 35.0 s (14 laps); 6, Ian Moore (1.6 Dulon LD9), 9 m 35.2 s. **Fastest lap:** Davies, 34.8 s, 103.45 mph.

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TUCK IN

Gallacher makes it easily

Last Saturday the Saltire Rally, round eight of the Shell-Scotsman Rally Championship, attracted its largest ever entry, with 108 starters versus 70 miles of the finest Scottish forests. This day stage event ran smoothly throughout, with only one stage cancelled and nothing scrubbed. Indeed, so well did things go with a snag-free route, ample parking at halts and excellent stage marking that the rally stayed remarkably together and up on time; just ideal for the relatively large numbers of spectators who turned out through the course of the day and a credit to the St Andrews and District MC organising team.

Without Roger Clark spoiling things (not really—but it was good to know that some other driver had to collect the top award) the dubious honour of car one went to last year's winners, Bill Taylor and Ian MacIver with the Royal Bank of Scotland Escort. Andrew Cowan/Ross Finlay started next, the general consensus of opinion making them firm favourites to win with the Mogil Motors (Stirling sponsored LVX 953J Escort RS. Drew Gallacher and Ian Muir started at three with the immaculately prepared Wylies/ShellSport car, Drew right on form after a good run (but with problems) on the Burmah. Next up, at four, came Edinburgh's version of Adrian Boyd—Willie Crawford with David Hodges; Crawford, acknowledged to be perhaps Scotland's quickest tarmac driver, with his Lothian Sports Cars RS1600. Donald Heggie with Guenda Eadie sitting in the right hand seat started next with LVX 941J. Heggie is always there to keep the others at full-tilt, for if the ex-Scottish Champion's luck holds right through an event he would certainly always be in the top group. His Burmah supported car would be one of the ones to watch, especially remembering his 5th on the Burmah which was his first rally with the left hand drive car. Andrew Smith/Martin Hosie started at six with a 998 Cooper and after them came the "Challengers" leaders, John and Robert Baillie from Milnathort, a crew who are rapidly proving to be just as proficient in the sport of rallying as they are in the equestrian sport of show jumping. They point out that a rally Escort is a whole lot cheaper mount too. Shell-Scotsman leaders Ian Wilson and Peter Anderson started at eight with their so-reliable SMT supported Opel Ascona; the fact that their ten-point lead before the Saltire was acquired without ever winning a round is a credit to their driving of what is a relatively under-powered car for mixing-it with 200 bhp Escorts in the forests. The Opel has to be really wound-up and watching their progress over the tracks, in almost uncanny silence, is one of the features of Scottish rallying. A new and more powerful car is on its way, so the supposed Ford domination seems less likely north of the border thanks to that one little GM car. Alastair Findlay/Frew Bryden (RS 1600) non-started at nine so the top ten entries were completed with the racous two-litre Viva (HB shell) of Charles and Alec Samson.

The very best thing about the Saltire is its stages, which is just how it should be but so often is not; more is the pity that there is such a distance between this sort of territory and the top southern drivers who have to be content with woodland tracks and farm roads on an equivalent status rally—just no match for such places as Fetteresso, Drumtochty or Glen Devon. First on the agenda after the 9 am Stonehaven start was Durris Forest, just a few miles up the road. There were two stages here and on the first Andrew Cowan, as expected, was quickest by just three seconds from Gallacher with Crawford, Taylor and Heggie following. Luckily there were no first corner-and-off dramas here so things were off to a smooth start, only problem among the front runners being a lack of oil pressure on Willie Crawford's car and a distinct lack of air in one of Ian Milne's tyres. The second Durris stage saw things liven-up with George Forbes out with a seized engine, Malcolm

Blyth's Mini going other-way-up and Ian Gemmel (Avenger GT) had a momentary off, into the ditch. Gallacher pinched one second back from Cowan here so at the start of stage three, Fetteresso, things were very close—close enough for Drew Gallacher to put the Wylies Escort in the lead with a time four seconds quicker than Cowan could manage here. Conditions in the forests were good all day, enough rain had fallen the previous day to make it really loose, but not too much as to cut the tracks up badly. Arthur Jasper's luck was consistent here and he retired the 2.3 Firenza when the Vauxhall ran its bearings. Among the later runners, George Shand joined the retirements list with a broken gearbox.

Next up came two long, tough, stages in Drumtochty where Cowan got the bit between the teeth to re-establish himself as rally leader with a time on the first Drumtochty ten seconds quicker than Gallacher. Martin Jeffery stopped here with a broken UJ on his 1293 Cooper "S" and Alistair Heggie incurred the wrath of big brother (seven years younger than Donald) when he put his brother's Clan Crusader off the road. As some consolation John Patterson's RS1600 joined the Clan at the same corner—nearly causing a few more holes in the Clan's GRP body. It all happened here for Cowan when out came a half shaft and that was that for Scotland's only international rally driver with rally journalist co-driver, Ross Finlay. Donald Heggie took this stage well and truly, with 19 seconds over Taylor.

It was Crawford's turn to make fastest on the sixth stage, Montreathmont I, then it was back to Heggie again to sprint over the short Montreathmont II just one second faster than Charles Samson's Viva. By now there was only one stage to go before the half way halt in Cupar, Fife, and though the word had spread of Cowan's retirement it was still quite tense with Heggie, Taylor, Crawford and Gallacher all setting quickest times. Unfortunately for Bill Taylor the last stage before the halt cost him a couple of minutes when he left the road on Tentsmuir and slid down the leader board to eighth. Tentsmuir was also the end of the line for Bruce Pettie/John Coyle (Brian's brother in this instance) when their 1600 Anglia swiped a tree.

Positions at half way showed Drew Gallacher to be leading with 43.05 penalties from Donald Heggie at 43.28 with Willie Crawford third and coming-men the Baillie brothers fourth in front of the clockwork Opel of Ian Wilson. Gallacher's lead was slender but things looked good for the second half as he had been without second gear since early on and lost third two stages from the half way. The Jack Knight box was changed at the halt—something the Wylies men are

Drew Gallacher won by more than a whisker after a superb drive with the Wylies Escort.



quite proficient at for it is the seventh time Drew has been without a full complement of gears.

The seven afternoon stages were tackled with no less vigour and on the first of these, Edensmuir, Gallacher collected another two seconds to his lead with Taylor and Crawford tying two seconds down. Sandy Finlay/Brian Johnston seized their Escort here in Edensmuir. Over the next three stages at Drummy Wood, Cullaloe and Blairadam times were all close—something had to happen; which it did on the very next stage at Glendevon. Donald Heggie was out with a repeat of Andrew Cowan's performance just a half mile from the stage finish. It was doubly unfortunate for Heggie—for he had been running first car and streaked through the stage in fine style. Most confusing for spectators was the sight of a disgruntled looking Heggie trudging along the road on foot—from the direction he had just driven from only minutes before. It turned out that the finish marshal was not expecting a car so soon first time round, so off he went back up the road and into the forest again, this time expecting to get a time and not a broken car. It was a sad and unnecessary end to a really fine performance. Another driver walking Glendevon was current champion Jimmy Rae who, with Mike Malcolm, were only out to watch as they are likely to be without a car until January of next year.

The final three stages before the finish at the Lomond Hotel, Freuchie, were without incident for the Gallacher/Muir Escort and they finished a clear two minutes 26 seconds up on Willie Crawford/David Hodges with John and Robert Baillie third—a most excellent result for the "Challenger" leaders to finish 3rd overall on an event which was as fast and competitive as Scottish stage rallies come.

IAN SADLER

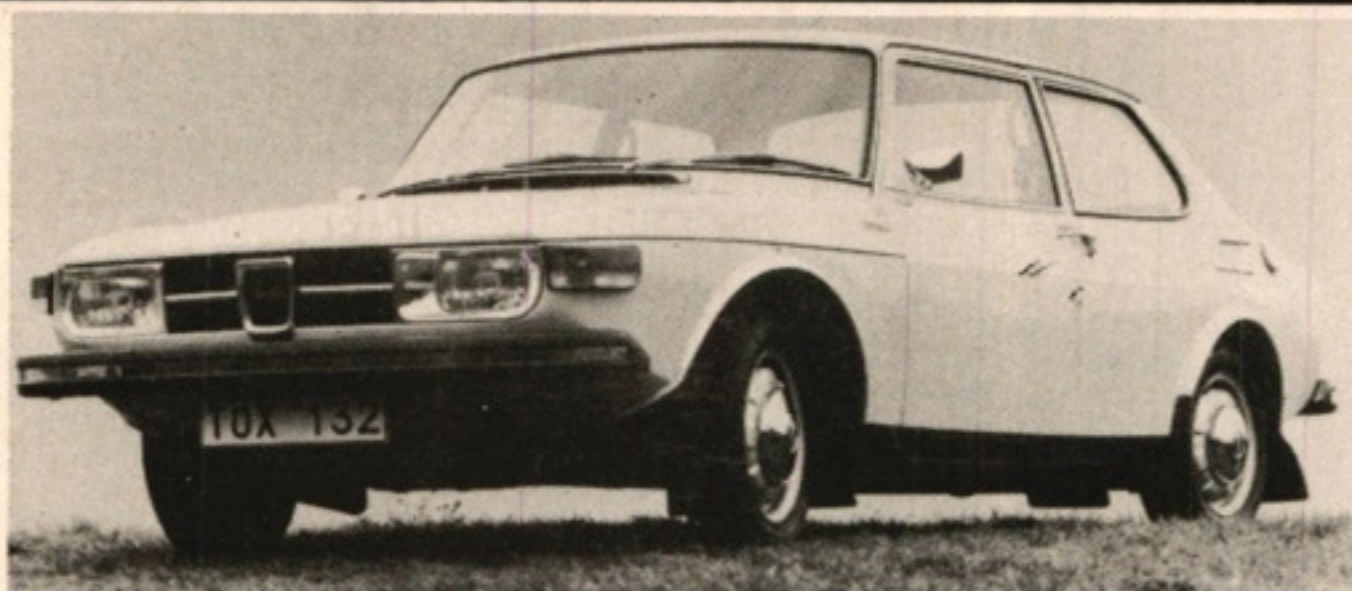
Results:

1. Drew Gallacher/Ian Muir (Ford Escort RS1600), 67 m 09 s;
2. Willie Crawford/David Hodges (Ford Escort RS1600), 69 m 35 s;
3. John Baillie/Robert Baillie (Ford Escort TC), 70 m 39 s;
4. Bill Taylor/Ian MacIver (Ford Escort RS1600), 71 m 13 s;
5. Alistair Robertson/Pers Lindsay (Saab 96 V4), 71 m 38 s;
6. Charles Samson/Alec Samson (Vauxhall Viva), 72 m 12 s;
7. Ian Wilson/Peter Anderson (Opel Ascona), 72 m 21 s;
8. Dave Stewart/Alan Murray (Ford Escort TC), 72 m 39 s;
9. Ian Milne/Jim Thorburn (Ford Escort RS1600), 73 m 03 s;
10. Neil Metcalfe/Bill Crabb (Ford Escort TC), 74 m 05 s.

Special Stage Times:

1. Durris, I
1. Andrew Cowan/Ross Finlay, 2 m 15 s; 2. Drew Gallacher/Ian Muir, 2 m 18 s; 3. Willie Crawford/David Hodges, 2 m 21 s; 4. Bill Taylor/Ian MacIver, 2 m 22 s; 5. Donald Heggie/Guenda Eadie, 2 m 24 s.
2. Durris, II
1. Gallacher, 4 m 40 s; 2. Cowan, 4 m 41 s; 3. Heggie, 4 m 51 s; 4. Taylor, 4 m 53 s; 5. Crawford, 4 m 54 s.
3. Fetteresso
1. Gallacher, 6 m 43 s; 2. Cowan, 6 m 47 s; 3. Heggie, 6 m 52 s; 4. Taylor, 7 m 02 s; 5. John Baillie/Robert Baillie, 7 m 17 s.
4. Drumtochty N
1. Cowan, 7 m 03 s; 2. Gallacher, 7 m 13 s; 3. Heggie, 7 m 16 s; 4. Taylor, 7 m 23 s; 5. Baillie, 7 m 30 s.
5. Drumtochty S
1. Heggie, 10 m 09 s; 2. Taylor, 10 m 28 s; 3. Gallacher, 10 m 34 s; 4. Crawford, 10 m 38 s; 5. Baillie, 10 m 40 s.
6. Montreathmont, I
1. Crawford, 1 m 46 s; 2 (equal), Gallacher and Taylor, 1 m 49 s; 4 (equal), Heggie and Baillie, 1 m 53 s.
7. Montreathmont, II
1. Heggie, 1 m 34 s; 2. Charles Samson/Alec Samson, 1 m 35 s; 3 (equal), Taylor, Gallacher, and Crawford, 1 m 36 s.
8. Tentsmuir
1. Gallacher, 8 m 12 s; 2. Heggie, 8 m 29 s; 3. Crawford, 8 m 39 s; 4. Baillie, 8.46 s; 5. Ian Wilson/Peter Anderson, 8 m 50 s.
9. Edensmuir
1. Gallacher, 1 m 50 s; 2 (equal), Taylor and Crawford, 1 m 52 s; 4. Heggie, 1 m 54 s; 5. Neil Metcalfe/Bill Crabb, 2 m 00 s.
10. Drummy Wood
1. Taylor, 1 m 07 s; 2 (equal), Gallacher and Heggie, 1 m 08 s; 4. Crawford, 1 m 09 s; 5. Ian Milne/Jim Thorburn, 1 m 11 s.
11. Cullaloe
1 (equal), Gallacher, Crawford, and Heggie, 2 m 40 s; 4. Taylor, 2 m 41 s; 5. Alistair Robertson/Pers Lindsay, 2 m 45 s.
12. Blairadam
1. Heggie, 6 m 48 s; 2. Gallacher, 6 m 58 s; 3. Taylor, 7 m 05 s; 4. Crawford, 7 m 07 s; 5. Dave Stewart/Alan Murray, 7 m 10 s.
13. Glendevon, II
1. Taylor, 2 m 44 s; 2. Gallacher, 2 m 45 s; 3. Metcalfe, 2 m 49 s; 4 (equal), Crawford and Robertson.
14. Pitmedden, I
1. Gallacher, 2 m 35 s; 2. Taylor, 2 m 37 s; 3. Crawford, 2 m 38 s; 4. Samson, 2 m 41 s; 5. Baillie, 2 m 44 s.
15. Pitmedden, II
1. Gallacher, 6 m 08 s; 2. Taylor, 6 m 23 s; 3. Robertson, 6 m 24 s; 4. Baillie, 6 m 25 s; 5. Crawford, 6 m 28 s.

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Dimensions: Wheelbase 8ft 1.4 in. Track (front) 4 ft 6.7 in. (rear) 4 ft 7.1 in. Overall length 14 ft 4 in. Width 5 ft 6.5 ins. Weight 2580 lbs.

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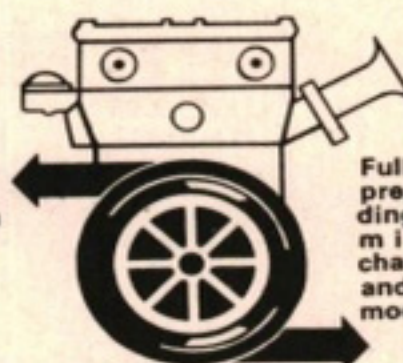
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Last Sunday witnessed another of the BRSCC's enjoyable clubmen's meetings on the Mallory Park long circuit when championships are forgotten and everyone has fun. One or two well-known names carried off some of the prizes but despite that it was definitely a day out for the true club racer. Even the weather behaved itself until the last race of the day when the heavens opened.

The first Formula Ford heat provided Syd Fox with a comfortable win in the new Hawke DL11, repaired after its Oulton Park accident and showing a clean pair of wings to Tiff Needell's Elden which was in turn outpacing the rest. Mike Chittenden's Merlyn emerged third from Ed Cunningham's similar car while Richard Willerton's challenge to this pair fizzled out when his Phoenix dropped all its oil through a loose pipe.

The second heat was much closer stuff with Ed Wilcox initially leading in his old Merlyn from Richard Morgan's Ray and Steve Bradley's even older Merlyn. This trio broke away from pole position man, Keith Wilson (Jamun T2), and disputed the lead with great enthusiasm. Not until lap nine did Bradley work his way to the front but, once there, he was not to be removed and ran out the winner by 0.2 s from Wilcox with Morgan 0.2 s later. In the closing stages Wilson worked his way back to the leaders and finished only 1 s behind Morgan.

The first special saloon thrash brought together a host of Minis plus Jeff Ward's Imp and Gerry Taylor's Anglia. These two made a great race of it, with Ray Edge's Mini-Ford tailing them closely to begin with before wilting a little. Ward, with three wins out of four races to his credit already this year, was out for another and gradually pulled away from the Anglia until a misfire set in. Fearing the worst, he looked in his mirror and saw Taylor dropping back with gear selection problems at the hairpin, and breathed again. However, on the last lap Ward arrived at the hairpin to find a Mini broadside across the track and marshals everywhere. He went one side, a fast-closing Taylor went the other, and they accelerated down Devils Elbow to the finish with the Imp still just ahead by 0.2 s.

Richard Jenvey's amazing supercharged Midget claimed pole position for the mod-sports race ahead of John Pearson in the Victor Raysbrook Elan and John Evans in the similar car from Ark Racing. But Elans are better off the line and Evans led Pearson round Gerards with John Miles's Turner and Bob Meacham's 4.5 E-type also in front of the MG. Evans, not a great lover of Mallory, managed to keep Pearson at bay until Devils Elbow where the Jaguar exponent took the lead and pulled away a little. Meanwhile Jenvey had quickly disposed of the Turner and E-type and was closing on Evans, making a mighty effort to take over second at the Esses on lap six. Evans held him off and the Midget, which had been suffering from overheating since the start, fell back to retire just before the end with a suspected blown head gasket. Pearson was now having problems with his tyres chunking so that Evans, finding himself closing up again, put in some very fast laps, culminating in a new class record, 0.6 s better than Jon Fletcher's time, and almost took over the lead at the hairpin on the last lap when Pearson ran wide. But the Ark Elan's engine fluffed and Pearson was able to recover and lead across the line for yet another close finish by 0.2 s. After Miles and Meacham came Andy Bailey's Mk 1 Sprite, thoroughly dominating the 1150 class.

With a first prize of £40 a fine field was attracted for the formule libre event but in no time at all the race became a demonstration run for Geoff Friswell and his Formula Atlantic March. First to fall by the wayside was pole position man Jas Patterson who spun the Texaco March into the armco at Gerards, causing minor damage, on the first lap. Friswell drove round the outside of John Wingfield's F2 Brabham BT40 to take the lead and in no time at all was threading his way through the slow FF back-markers, colliding with one on the way and damaging a wheel. Wingfield fell back with gear selection problems and retired with two laps left when a



Gerry Taylor, Jeff Ward and Ray Edge circulate in close company, Ward winning from Taylor and Edge.

MALLORY PARK

Firsts to Friswell and Fox

drive-shaft failed. Jim Moore's McLaren M10B had already stopped at Gerards when third with fuel starvation and this left just Bill de Selincourt's Chevron B23 and John Finch's F3 Chevron B17C on the same lap. The sports car just made it to the line before the Chevron, both in danger of being lapped by the winner, who also broke Rod Pickering's three-year-old libre record.

Once Tom Powell in the ex-Geoff Wood Mini-Ford had run into plug trouble 300 yards after the start, Tony Sugden's Escort TC was left with an easy win in the second saloon race. Sugden, however, was just about the only one who had an easy ride for there were countless incidents behind beginning with the elimination of Roger Taylor's Escort BDA and Vincent Higgs's Cooper S against the Gerards bank on the first lap. Nick Wattiez, in a new white car, and the brothers Taft, all of them in Cooper Ss, then began a splendid struggle for second overall and best in the 1300 class but things became rather unruly at the hairpin. First of all Paul Taft found himself an involuntary spectator after contact with Wattiez and then brother Greg attempted to restore family honour which resulted in the retirement of Wattiez on the spot with his nice new car rather mutilated, while Taft

Syd Fox won a heat and the wet final in the latest Hawke DL11.



pulled off before the last lap was over since his oil radiator had a hole in it but no liquid. This left Denis Welch second to Sugden in his rapid Anglia t/c and Jim Evans in a Lucas-powered Escort GT third overall and 1300 class winner at the expense of the Minis. Powell carried on after a plug change and managed to lap within 0.2 s of the class record.

The Formula Ford final began on a soaking track after a sudden downpour which meant much tyre changing, even for these users of road tyres. The conditions obviously suited the experienced Fox more than anyone else and the Hawke driver won with comparative ease. Richard Morgan tried hard in the Ray, getting decidedly sideways at times, and closed to within 1.2 s on the last lap but Fox seemed to have everything well under control. After Wilcox and Bradley had selected Gerards as the place to park their Merlyns with minor damage, the nearest opposition to the two leaders was Needell, half a lap behind and with Chittenden never far away. Apart from Robin Maydew's Alexis, the rest were lapped.

IAN TITCHMARSH

Formula Ford, Heat 1 (10 laps): 1, Syd Fox (Hawke-Piper DL11), 8 m 52.6 s, 91.25 mph; 2, Tiff Needell (Elden-Scholar PH10), 8 m 56.4 s; 3, Mike Chittenden (Merlyn-Holbay Mk 24), 9 m 3.0 s. Fastest lap: Fox, 51.6 s, 94.19 mph.

Formula Ford, Heat 2 (10 laps): 1, Steve Bradley (Merlyn-Brown Mk 11), 8 m 54.4 s, 90.94 mph; 2, Ed Wilcox (Merlyn-Rowland Mk 11A), 8 m 54.6 s; 3, Richard Morgan (Ray-Vegantune 73F), 8 m 54.8 s. Fastest lap: Keith Wilson (Jamun-Scholar T2), 51.4 s, 94.55 mph.

Special Saloons (10 laps): 1, Jeff Ward (1.0 Hillman Imp), 9 m 23.8 s, 86.20 mph; 2, Gerry Taylor (1.0 Ford Anglia), 9 m 24.0 s; 3, Ray Edge (1.0 Mini-Ford S), 9 m 30.4 s.

851 to 1000 cc class: 1, Ward, 86.20 mph; 2, Taylor; 3, Edge. Fastest lap: Ward and Taylor, 54.6 s, 89.01 mph.

Up to 850 cc class: 1, Pete Rippon (850 Mini-Clubman), 75.51 mph; 2, Pete Knipe (850 Mini); 3, Mike Blyth (850 Mini). Fastest lap: Rippon, 1 m 2.0 s, 78.39 mph.

Modified Sports Cars (10 laps): 1, John Pearson (1.6 Lotus Elan), 8 m 50.2 s, 91.66 mph; 2, John Evans (1.6 Lotus Elan), 8 m 50.4 s; 3, John Miles (1.7 Turner-Ford Mk 3 GT), 9 m 0.2 s.

Over 3000 cc class: 1, Bob Meacham (4.5 Jaguar E), 85.59 mph; only starter. Fastest lap: Meacham, 54.6 s, 89.01 mph.

1151 to 2000 cc class: 1, Pearson, 91.66 mph; 2, Evans; 3, Miles. Fastest lap: Evans, 51.0 s, 95.30 mph (record).

Up to 1150 cc class: 1, Andy Bailey (1.1 Austin-Healey Sprite Mk 1), 83.88 mph; 2, James Thacker (1.1 Austin-Healey Sprite Mk 1); 3, Ian Hall (1.1 Mini-Jem Mk 2). Fastest lap: Bailey, 56.2 s, 86.48 mph.

Formule Libre (10 laps): 1, Geoff Friswell (1.6 March-Hart 73B BDA), 7 m 45.2 s, 104.47 mph; 2, Bill de Selincourt (1.8 Chevron-Cosworth B23 FVC), 8 m 31.8 s; 3, John Finch (1.6 Chevron-Holbay B17C t/c), 8 m 33.0 s. Fastest lap: Friswell, 45.2 s, 107.52 mph (record).

Special Saloons (10 laps): 1, Tony Sugden (1.9 Ford Escort TC), 9 m 11.2 s, 88.17 mph; 2, Denis Welch (1.7 Ford Anglia t/c), 9 m 22.2 s; 3, Jim Evans (1.3 Ford Escort GT), 9 m 27.2 s.

Over 1300 cc class: 1, Sugden, 88.17 mph; 2, Welch; no other finishers. Fastest lap: Sugden, 53.8 s, 90.33 mph.

1001 to 1300 cc class: 1, Evans, 85.68 mph; 2, Grahame Tilley (1.3 Mini-Cooper S); 3, John Davies (1.3 Mini-Cooper S). Fastest lap: Tom Powell (1.3 Mini-Ford S), 52.6 s, 92.40 mph.

Formula Ford, Final (15 laps): 1, Syd Fox (Hawke-Piper DL11), 15 m 6.8 s, 80.39 mph; 2, Richard Morgan (Ray-Vegantune 73F), 15 m 8.0 s; 3, Tiff Needell (Elden-Scholar PH10), 15 m 46.2 s. Fastest lap: Morgan, 56.8 s, 82.65 mph.

UDT World Cup route

Advance "pre-regs" are now available for the UDT World Cup Rally from Wembley Stadium, London, to Munich Stadium in May 1974. Official regulations and entry form, as soon as available from: UDT World Cup Rally, 1974, PO Box 6, London, SW1W 9EX.



Saltire Rally: Unluckiest man of the day, Donald Herrie (above). Bill Taylor in action (left) and Andrew Smith's turbo-charged Mini (right).



Dukeries: All the big names plus lots more

The Dukeries starts this Saturday at 7 am from a new venue, the Post House, Sandiacre, with 180 cars tackling about 80 miles of stages on the nearest one-day national RAC championship event to London. Forest stages in Sherwood Forest are the central feature of this event, though this year many stages new to national rallying but proven from smaller stage events will also be included.

The popularity of this event at club level is one of its major attractions, competitors coming from hundreds of miles to compete. John Simpson (who navigated Chris Wathen to 13th place on the Scottish) brings his light-weight 125 bhp Cooper S (coil spring rear suspension) up from Yealmpton, Devon, whilst Colin Mock, the Welsh Formule Libre racing champion last year comes up for his first stage event in a

Vegantune Escort TC. Roger Stubbs drives his Mexico with his drummer from the "Look Twice" Group (which incidentally will play at the after-RAC dance this year) from Cheshire. Bengry Motors of Leominster support Peter Saunders' G1 Simca 1000 Rallye 1 (the four G1 classes are merged with G3). Ian Brennan drives another unusual car, an MG Midget, whilst more familiar faces and cars include David Barker's Escort RS with 1.8 Neil Brown engine (4th on the recent Lincolnshire Stages Rally) and the similar car of George Beaver with 1.8 David Smith engine. George is Huddersfield MC rally champion for the fifth successive year, and is entered by Moorside Garage. John Chaplin is also Escort mounted but his Kidderminster Motors entered car is now powered by a TC engine.

Vales — reduced entry but all the regulars there

Leading road rally this weekend is Swansea MC's Rally of the Vales, the first time in three years this event has been held, and now down-graded from its former National status, though still C/MN. For the first time this year the entry list is not full—only 95 entries had been received on going to press. The event will use many of the minor lanes south of Carmarthen not otherwise used on rallies of national importance, and starts at Fletchers Garage, Swansea at 10.30 pm with halfway at Little Chef Carmarthen, and breakfast Llanelli. Kevin Vidian's Datsun is due to appear in full Old Woking blue livery but it is not known at present whether Jeffs will appear. Top 20 are: 1, Frank Pierson/Colin Francis (Escort RS1600); 2, Martin Clark/David Stephenson (Escort RS1600); 3, Bob Jeffs/David Taylor (Escort

RS1600); 4, Nigel Rockey/Paul White (Escort RS1600); 5, David Ruckerick/Mike Woodward (Escort RS1600); 6, George Hill/Keith Wood (Viva); 7, Russell Brookes/John Brown (Mexico); 8, Rodney Badham— (Clan Crusader); 9, Cyril Bottom/Don Davidson (Cooper S); 10, Alan Conley/Martin Holmes (Clan Crusader); 11, Kevin Vidian/Peter Valentine (Datsun 240Z); 12, Bryan Thomas/Ednyfed Morgan (Mexico); 13, Mick Brown/Derek Tucker (Mexico); 14, Roger Davies/John Morgan (Escort RS1600); 15, Laurie Richards/John Henderson (Escort RS1600); 16, Peter Jones/Peter Rushforth (Escort TC); 17, Ted Cowell/Julian Chitty (Escort TC); 18, Bill Gwynne/Terry Thorp (Escort TC); 19, Linda Jackson/John McKerrill (Escort RS1600); 20, Chris Beddows— (Cooper S).

DTV drop Frank Pierson

Following disappointing results so far this year Chris Coburn, of Dealer Team Vauxhall at Banbury, announced last week that they will only be running one car seriously on C/MN events for the rest of the year, for George Hill. Frank has never found the form in the Viva that he has previously done with Escorts and Cortinas, though on early events his ability to nurse cars must have been an asset to Banbury. The decision has come at a difficult time, particularly as Pierson won

last year's Illuminations and DTV would have gained no little publicity from this outing alone. The car will be retained for testing and development purposes by Coburn, and Hill keeps his Viva which Coburn feels is now in winning form. George felt the car went incredibly well for the short period until the gearbox failed on the Cilwendeg. The gearbox is due to be replaced by a ZF unit shortly. Coburn plans another outing in the G1 car on the RAC Rally.

Special stage

Patrick will continue

Malcolm Patrick, who gave thought to retiring from rallying for the rest of the year, has decided to carry on with the Castrol/Motoring News series and hopes to get an entry on this weekend's Rally of the Vales, run by Swansea MC. Temporary repairs are being effected to the Porsche which he rolled on the Manx.

Peak Revs out

Ludlow Castle MC have had to cancel the Peak Revs rally scheduled for December 8. This was to have been the last round in the Castrol/MN rally championship. Three route applications were rejected by the RAC and the clerk of the course Richard Edwards was declined permission to visit London and sort out a route.

This is the third round of the championship to be cancelled and now means that the Plains Rally on October 20 will bring the series to an early end, with only 13 of the 16 rounds run.

Plains Rally shorter route

Regulations now out for this year's Plains Rally (20/21 October) state the event will be shorter than usual, though there is still a 200 mile route in store. This time the route heads farther south than customary using maps 117, 128, 129 and 141. Start is at the customary Border Garage, Welshpool with the finish at Newtown as two years ago. C/MN status as usual.

● Latest positions in the Cars and Car Conversions Clubman's Rally Championship after the Moss Tyres are as follows: Richard Iliffe 51 points; 2, Reg Mullenger 39; 3, Malcolm Wise 38; 4, Tony Drummond 37; 5, Bob Chapman 35; 6, John Daker 30.

● Bath MC, organisers of the Chieftain special stage rally, announced a proposed team of three Peugeots on this year's RAC Rally at their annual Dinner on Friday. Drivers are to be Basil Wadman (504) Richard Hudson-Evans (304) and Robert Leech (104). Guests of honour incidentally included Shekhar Mehta and John Bevan.

MOSS TYRES RALLY

Tough Moss Tyres to Thompson

(Results appeared last week)

The Moss Tyres inclusion in the BTRDA Gold Star/Triple C Championship meant that apart from all the Northern regulars, many Southern crews made the long trip north to challenge the local men. 1967 apart, the rally has always been won by a local crew, but this year's entry looked as though that might change. Last year's winner Eric Jackson was not entered, so Denis Pelling (second last year) was seeded at one in his immaculate white Escort RS 1600. At number two were Jack Tordoff/Phil Short in their Porsche Carrera, whilst the withdrawal of Vic Preston meant that Paul Appleby/Keith O'Dell could be promoted from their original number of 28. As usual, they were in their 1900 cc Mexico. Number four spot went to Tony Drummond/Chris Gray in their two litre RS, now sporting a new and very lurid colour scheme as part of the support of Snap-on Tools. One behind, in an 1800 RS prepared and maintained by Drummond, was David "Piggy" Thompson, who has had some really excellent results in Scotland this year. Tony Pond and Frances Cobb came next in the Norman Reeves entered ex-works RS whilst Andy Dawson and Andrew Marriott were giving their Mexico another airing at seven. Phil Cooper and Tony Viles had the honour of being the only BLMC mounted crew in the first 30 and were seeded eight in their Clubman GT, one in front of Reg Mullenger and Tony Thorne, who had their usual smart RS 1600. Of the first eight runners, only Drummond was involved in the championship, but the leading BTRDA men were all closely grouped—Mullenger at nine was followed by the ever consistent Iliffe brothers and Bob Chapman/Simon Bretherton in their fast but very tatty Escort TC. Local men Ron Shipp, Nigel Mead, Colin Grewer and Steve Howard filled the next four places with Londoner Malcolm Wise at 16 in his Ian Walker prepared Escort TC.

The organising committee had excelled

Fourth place men, the Iliffe brothers.



themselves in the realm of facilities—scrutineering at Leedham's Garage on the Friday evening was fast but thorough, whilst the start area at the York Livestock centre was excellent—plenty of space, a restaurant serving basic meals, a bar and an overall impression of cleanliness. This venue was also used for the lunch halt and the after rally party.

At 9.01 on Saturday morning, BTRDA steward Jim Porter flagged away Denis Pelling and the action proper started. The morning loop to the South and East of York was to consist of two airfields and six farm tracks, with the real "meat" of the event being the twelve forest stages after lunch. The first stage, Melbourne, was 2 minutes worth of very fast airfield, where Mullenger and Pelling set joint fastest with 77 over. John Daker was next up on 79, obviously feeling the benefit of an engine rebuild by John Robinson of Northampton, and they were chased home by Drummond on 80 and Pond and Iliffe on 81. David Ewles in his Willment RS lost his dry sump tank whilst Bob Chapman had more than one moment due to a badly sticking throttle.

Two miles up the road, crews tackled a group of three short stages. The first of these, Allerthorpe, saw Drummond and Mullenger equal on 7 over, with Wise on 11, Pelling on 12 and Thompson and Grewer on 14. The one-minute at Woodhouse 1 had Wise in front with 13, 2 seconds ahead of Chapman and Daker with Graham Lepley next best on 16, whilst Woodhouse 2 on the other side of the road saw Mullenger 5 seconds clear of the field. Tony Pond was second here with 57, with Chapman and Howard on 58 and Daker on 59.

Stage 5, Kilnwick, was another 1 minute quickie, where Chapman took 13 seconds from the rest of the pack with Lepley next best on 46 and Thompson, Howard and Gilligan all on 47. The 2 mile stage at Thixendale was a local benefit (could this be because the York MC autocross course is in the same place?) with Bill Lumb clean in his Escort, Webster and Evans on 2, Stephenson on 4 and Howard on 5.

After lunch Stage 9, Knapton Plantation, restarted the proceedings. Tony Pond was quickest here on 28, with Drummond on 31, Thompson on 34, Tordoff on 35, Wise on 36 and a whole gaggle of people on 37. 10 miles up the road in Wykeham South, the crews started a very hectic couple of hours in the Yorkshire forests, but at the same time, the Southern challenge started to fail as a number of fancied runners fell by the wayside. First to go was Tony Pond with no gearbox, whilst Reg Mullenger (who had reworked the front end to make the car driveable) tried to

climb a tree without leaving the car first. The shell was badly damaged and it is possible that the price of potatoes in East Anglia will soon increase. Of those that made it to the end of the first Wykeham, Tony Drummond was quickest with 58, with Thompson on 63 and Tordoff and Appleby on 68. Tordoff had been well back at lunch, but it was possible that his waiting game might yet pay off as the forests were in prime condition and the long straights would suit the Porsche ideally. Meanwhile, the battle for the lead was now well and truly joined, with Thompson taking Wykeham North, 3 seconds clear of Tony Baines (Escort) and John Midgeley (Toyota) on 39 who both hit the leader board for the first time. Chapman was next up on 40 with Appleby on 41, and Tordoff, Drummond and Stephenson all on 45. Malcolm Wise went off here for 2½ m which dropped him right out of the hunt.

By the thirteenth stage in the proceedings, the situation was extremely interesting—Thompson and Drummond were now well clear of the pack, but the remaining top ten places were far from decided. After a quiet morning, both Appleby and Richard Iliffe were catching up fast, as was Tordoff in the Porsche.

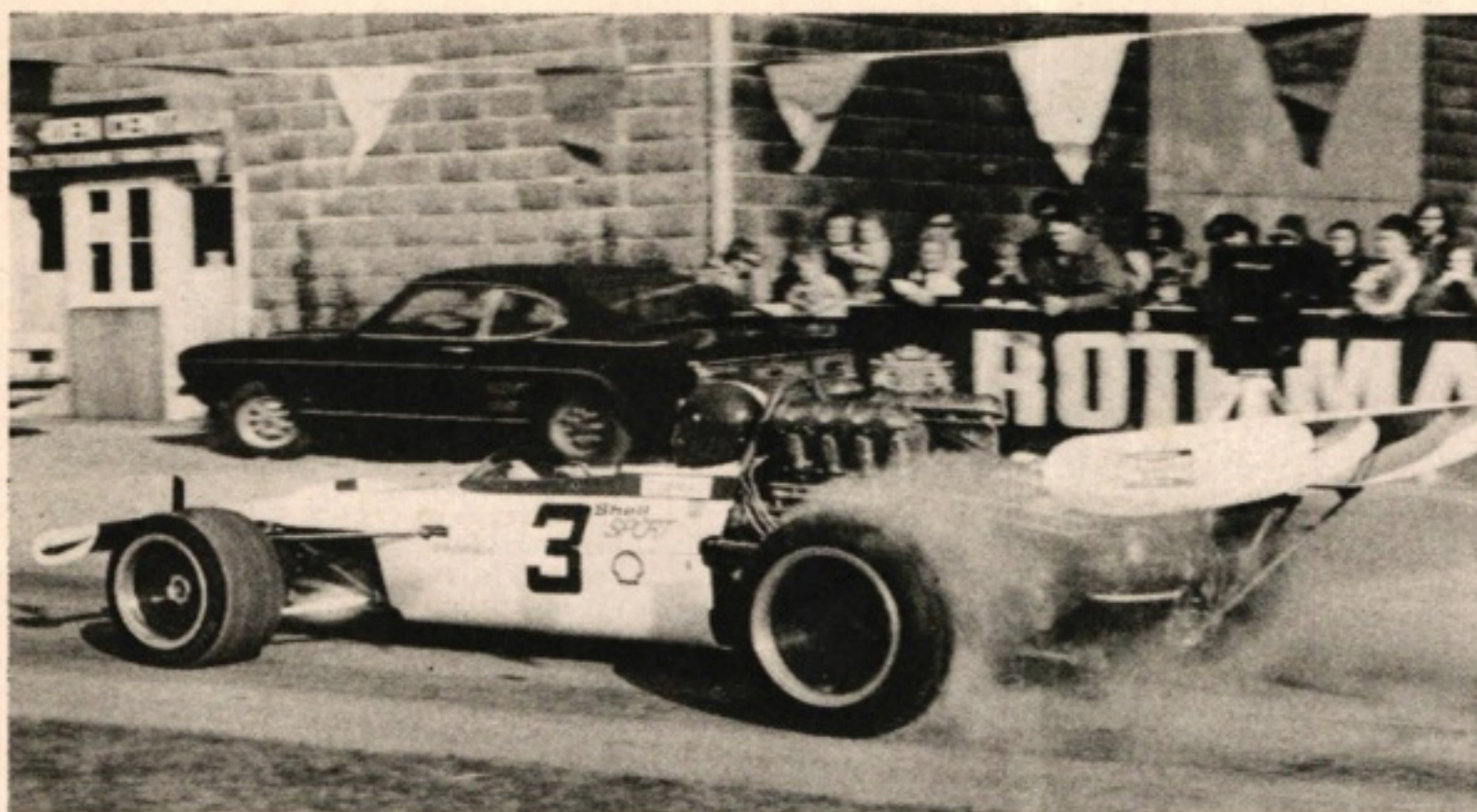
All the Dalby stages were very fast indeed: Dalby 1 saw Tordoff quickest on 59, with Thompson on 61, Drummond on 62, Iliffe on 64 and Chapman on 68. Dalby 2 went to Thompson (45 over) with Chapman on 47, Drummond on 48, Pelling on 50 and the Iliffes on 51. But no Paul Appleby—he had done the last mile of Dalby 2 with a very sick engine. No cure could be found, and he retired. That was one down. Chapman had lost second and third in the middle of the stage, though still made second fastest time. At the end of the stage, it was discovered that first had stripped as well, and that was that.

Cropton in two portions was next on the schedule—Drummond and Thompson were a second apart on Cropton 1. Howard seemed to be making a renewed effort here but Ron Shipp suffered the first of two punctures and that put paid to his chances. The second Cropton saw Drummond rake back some lost time on Thompson.

After a brief stop for petrol at Kirkby Moorside, the crews made their way to Sutton Bank for the last two stages—Kilburn (from South to North) and Boltby, with the top places still very much for the taking, no one was easing off, and the 2 miles of Kilburn saw Tordoff and Drummond tying on 84.

After the final stage had been run a hard-working results team under Tony Rayler got cracking, and after last year's problems, proved they had got the job licked by producing complete and detailed results for all finishers by 10.30. Prize giving was at 11.30, and Thompson got the verdict over Drummond by just five seconds.

SIMON BRETHERTON



Mike MacDowel powers up the hill at Doune to take BTD and clinch the championship.

DOUNE

MacDowel and Williamson reign in damp conditions

The 1973 RAC hillclimb championship ended at Doune as it started at Loton Park with Sir Nicholas Williamson (Marlyn-DFV) showing his mastery in the pouring rain. As usual at the difficult Scottish hill it was the baronet and his successor as champion, Mike MacDowel (Brabham-Repco BT36X), who ruled the roost. Over the last four years (and that means a total of eight events as two are held per year) only these two have won here.

This time they shared the honours with MacDowel, having looked up at the ominous rain clouds, deciding to do a really good first class run which eventually stood as fastest time of the day and Williamson proving the quicker driver on both the extremely wet championship runs. This made sure that, yet again, he finished in the top two of the championship. MacDowel, lying second after the first of these top 10 runs was convinced that he could again score maximum points. As he sat on the line his wife Joy ran up with the news that Williamson had just done a 52.03 s. Off set MacDowel intent on beating even this and was travelling just too fast up the steep East Brae section where he slid off the road and lost precious time. To cap it all poor Joy had misheard the commentator and credited Sir Nicholas with a whole second quicker than he had been!

One of the major points of interest at the event which was jointly organised by the Lothian CC and the RSAC, was the destination of the Woking Motors Leaders Championship. West Hagley's Alister Douglas-Osborn arrived at the hill with a three point lead over his rivals. However, the gearbox of his ex-Dick Mallock U2 Mk 12 seized during practice leaving the intriguing situation that Edinburgh architect, Alex Brown could equal his score if he won his class. (Phil Scragg, the other challenger was not present). While Alister, dominant in his class while he used a Vegantune twin cam but now having lost a lot of points since he fitted a BDA, was left pondering on the wisdom of his change, Brown, one of the few Scots who prefers the RAC hills to his homeland's championship, beat the previously dominant Doug Thomson (Ecosse-Imp) with his Ginetta G17. This means that a tie breaker has to be brought into force and, at the time of going to press, this had not been decided on.

Rothmans, who do a lot for Scottish motor sport, were again sponsoring the event which started with a couple of poorly supported special saloon classes. The winners were the

same as at the June meeting with Thurso's Barrowgill Angus three wheeling his ex-Tony Charnell Shannon Imp with gay abandon to beat his own record in the smaller class well ahead of Mike Morton who lost his Mini at the Esses the second time up. Morton was only one of many who left the road and it was as well that the meeting had started earlier than usual for there was a lot of clearing up during the day. Robin Kinnear was another to go off with his autocrossing Escort-BRM rolling end over end at Cottage Corner before the driver got back on the road and then coasted the car down the hill; on his first run Kinnear proved far quicker than everybody else in his class.

Mike Hanson's Sprite was the quickest of three Spridgets in the small modsport class, much slower than the Robin Leathart's record while in direct contrast the larger class was filled with entrants and saw a record breaking run by Steve Hemingway's ultra successful Turner Mk 3 beating Bevil Harrison's indecently quick Morgan 4/4 and his own wife, Pat, also in the Turner. The Turner really has been one of the sights of the season. With "ADO" hors de combat there was only Richard Jones and John Stuart to contest the small sports racing class with their U2 Mk 11Bs with twin cam power yet again beating a BDA although Jones was unable to beat his own record. Of the larger cars, Scot, John Cleland was trying harder than ever at his home hill with his Playgolf Chevron B8 and really looked fast as he beat the favourite, Reg Phillips. Reg, a little worried about perhaps taking home a bent motor car to its new owner, Chippy Stross, was not his usual self and although he again qualified for the top 10 runs, as he usually does here, decided not to risk it in the rain. Cleland is after a Chevron B19/23 for next year while we might even see Reg back in a competitive single seater after all these years.

Doug Thomson was really amazing here in June with his Thistle Metallics Ecosse. However, Alex Brown was really in the groove as he took the small racing car class with his partner David Fyfe third. A special 500 cc award went to Motor road tester Gordon Bruce who lopped even more off his unofficial record to beat his partner and rival David Latham. The 1600 cc class was tragically depleted when Ken MacMaster, almost under the eyes of Denys Dobbie, lost his GRD 272 just before the Junction and did considerable

damage as he hit the trees although thankfully without injury to the driver. This left record holder, Gray Mickel (Brabham BT35), with a relatively easy win ahead of John Barr who was using his ex-Bernard Hunter, Chris Oates Atlantic Lotus 69.

As related it was the Dounemeister himself, MacDowel who decided to get it over with at the very beginning and set BTD on his first class run to beat Williamson and a rapid Chris Cramer (March 723) who along with Richard Shardlow (Brabham BT38) was having what Shardlow called "Doune maladies" with the engines inexplicably running rich and proving difficult to start. Tony Griffiths (Brabham BT33) damaged his suspension at the Junction and was able to take his usual place in the Top 10 runs.

Richard Sweet, who used to pilot a Lotus 27 in F3, took the historic award with his Cooper Mk 7 ahead of the ERAs of John Venables-Llewelyn (R4A) and Hamish Moffat (R3A). Randall Stewart's 4½-litre Bentley took Chris Winder's vintage record from him and left him second place. Finally Hugh Chalmers showed that Roger Willoughby isn't the only flying doctor on the hills by winning the standard saloon class in his James Ross Avenger complete with 1st ahead of former Sprite and Lotus 7 driver Norrie Galbraith in the LEC Motors Hillman Imp.

The rain seemed to wait especially for the championship runs and of all the hills Doune is the worst in the rain because of its tight confines. The Berkshire baronet Williamson again proved his fearless nature in the wet in beating MacDowel although even he just seemed to slide off the line. The hill was apparently at its worst down the bottom but on his second run Chris Cramer with the Grünhülle Lager Special seemed to shoot through the rain to bring himself up from the lowly sixth place he had found himself on the first runs. Richard Thwaites was quicker the second time up but fell back to fourth and lost all chance of being championship runner-up. His Eastern Carpet Stores McLaren M10B was sporting Tony Bancroft's spare nose cone and bits of Brabham in its suspension for the Dewsbury flier had hit the boards in practice and things had looked hopeless before a crowd of everybody's mechanics had descended on the car and made it raceworthy. Richard Shardlow gave his troublesome ex-Tate of Leeds Brabham BT38-28 its best outing since Guernsey and the Autopseed director must have felt that perhaps there is a brighter side to life after all the engine troubles he has had over the past few months. David Good (Lyncar MS4) had the advantage of slightly better conditions on his first run as the rain had not yet saturated the track. Having left the road at the bottom of East Brae on one of his class runs he did well to come sixth. Roy Lane was an uncharacteristic seventh with his Manpower McLaren M14D ahead of Scottish champion, Iain McLaren who still heads this years Uniflo series with his ex-John Wingfield F2 Brabham BT36. Two more of the Scots, Gray and Agnes Mickel filled the last two places with their Brabham although Agnes only had one run.

IAN WAGSTAFF

BTD: M. MacDowel (5.0 Brabham-Repco BT36X), 45.04 s.
Class winners: B. Angus (1.0 Hillman Imp), 54.06 s*;
 R. Kinnear (1.7 Ford Escort), 53.96 s; M. Hanson (1.3 AH Sprite), 57.07 s; S. Hemingway (1.5 Turner-Ford Mk 3), 55.77 s*;
 R. Jones (1.6 U2-Vegantune twin cam Mk 11B), 49.94 s; J. Cleland (2.0 Chevron-BMW B8), 49.77 s; A. Brown (1.1 Ginetta-Shannon Imp G17), 49.38 s; G. Mickel (1.6 Brabham-Hart twin cam BT35), 49.65 s; MacDowel, 45.04 s; R. Sweet (1.1 Cooper-JAP Mk 7), 55.06 s; R. Stewart (4.5 Bentley 4½), 61.96 s*;
 H. Chalmers (1.6 Hillman Avenger), 57.47 s*.
 * New class record.

RAC championship top 10: 1. Sir N. Williamson (3.0 Marlyn-Cosworth DFV), 53.03 s; 2. MacDowel, 53.91 s; 3. C. Cramer (2.0 March-Hart BDA 723), 54.15 s; 4. R. Thwaites (5.8 McLaren-Chevrolet M10B), 54.98 s; 5. R. Shardlow (1.8 Brabham-Smith BDE BT38), 55.03 s; 6. D. Good (3.0 Lyncar-Cosworth DFV MS4), 56.49 s; 7. R. Lane (5.7 McLaren-Chevrolet M14D), 56.53 s; 8. I. McLaren (1.8 Brabham-Hart BDA BT36), 57.57 s; 9. G. Mickel, 62.57 s; 10. Mrs A. Mickel (1.6 Brabham-Hart twin cam BT35), 64.73 s.

Final championship positions: 1. MacDowel, 88 points; 2. Williamson, 81; 3. Thwaites, 77; 4. Lane, 71; 5. Cramer, 66; 6. A. Griffiths (3.0 Brabham-Cosworth DFV BT33), 51; 7. Good, 43; 8. P. Boshier-Jones (3.5 Brabham-Bulck BT21/23C), 34; 9. A. Bancroft (5.0 McLaren-Smith Chevrolet M10B), 28; 10. Shardlow, 25; 11. D. Hepworth (5.0 Hepworth-Chevrolet FF 4WD), 17; 12. K. MacMaster (1.6 GRD-Hart BDA 272), 15.

Woking Motors Leaders Championship final positions: Equal 1. Brown and A. Douglas-Osborn (1.6 U2-Vegantune twin cam and BDA Mk 12), 72 points; 3. P. Scragg (3.0 Chevron-Alpina BMW B19 and 4.7 Lola-Chevrolet T70), 69.



Bill Dryden took the SMT Firenza to victory in the Forward Trust round, but things were different in the Wendy Wools, although he still finished second after a spin.

CROFT

Wins for Dryden and Niven

Tony Charnell scored an impressive double in the BARC Yorkshire centre "End of Season" meeting at Croft on Sunday when he powered his Chevron-based Gropa FVC to wins in the Sports/GT and Formule Libre race. Honours were shared in the saloon races, with victories going to Firenza driver Bill Dryden and Duns farmer Doug Niven in his big Boss-Escort. Ted Payne won the Tate Formula Ford race, leading home Peter Clark and Peter Harrington, thus keeping the overall championship allight.

The start of practice also saw the start of heavy rain, which was to come down on and off all day. The most interesting race from practice seemed the Forward Trust Saloon championship round, and it was obvious from the start that the man to beat was going to be Gerry Marshall. He piloted the Thames Television entered Firenza round in 1 m 22.4 s, which was a very quick time indeed in the conditions. Not far behind was Bill Dryden in the SMT entered Firenza, followed by the 5.7 litre Boss-Escort of Doug Niven; Niven had not been sure that he would get to the circuit in time, having been up till 5 am sorting out the suspension of the car. He had cracked a wishbone at Inghelston last week, and the spare that March supplied him with turned out to be a F1 part instead of the CanAm units that are used on the Escort. Naturally these had to be modified, but the effort was worth it as the car ran well in the race. Gerry Marshall had been rather lucky in that he set his fastest lap before the oil ran low, due to a split in the dry sump. One man not so lucky was works Clan driver Johnny Blades, who retired at the end of practice when the back of the car started to break up, mainly due to the accident it suffered at Inghelston the week before. This was not to effect the Northern Sports Car Championship, however, which Blades had already won.

The weather dried up for the first event, the Tate Formula Ford race. On pole was Graham Cuthbert in his Van Dieman FA73 Scholar, but it was the Crosslé of Peter Clark that went into the lead when the flag fell. Unfortunately, Clark had been penalised 10 s for not being able to start his car, due to a dodgy starter motor, and having to keep his engine running as a consequence. So it was Peter Harrington who led on time, as the cars went into Tower Bend, with Clark second and Mike Wrigley third in his Merlyn 11A but on the second lap Ted Payne moved his March up from fourth to second on the road, putting himself in the lead on corrected

time, ahead of Clark and Harrington. These three cars now moved ahead of the pack, with Clark pulling away from Payne. The main interest centred on the scrap for fifth place between Allan Wilson's Elden Scholar, the Crosslé of Norman Dixon, and Phil Barak in the Peters Stores Special. This was nose to tail all the way, although neither Dixon nor Barak could find a way past the flying Wilson. At the end, Clark's advantage was only 6 s over Payne which landed Payne to victory, with Harrington third. The championship is wide open, as Harrington had to finish ahead of Clark to clinch the title.

The Forward Trust special saloon race started out as a cracker. Off the line it was Doug Niven who led from Gerry Marshall and Bill Dryden's Firenza. Niven held this lead for three laps, with Marshall right up his tail, and sometimes pushing him as the Firenza was noticeably superior on braking, but losing out on acceleration out of the corners. Then, on lap four, Niven pulled the Escort in with engine trouble, and Marshall went through in the lead with Dryden breathing down his neck. Halfway round the fourth lap Dryden squeezed through into the lead. For another lap the battle continued, then the Thames TV Firenza stopped on the circuit with mechanical trouble, leaving Dryden in a very comfortable lead. Second was now John Hipkiss in his very rapid Ford powered Mini, and behind him, was the Cooper S of John Watts. The order remained unchanged to the end, with Dryden coming home an easy winner, only to find that the championship points had been awarded to sixth man John Pope in the 2.3 litre Viva, the RAC Scrutineer ruling that Dryden's car was not carrying the correct stickers. Further down the field, Ray Payne drove a steady race in his Imp to finish fifth overall, and first in class. Although the up to 850 class went to Roger Matthews' Mini, by finishing second Peter Crouch increased his lead in the championship ahead of Gerry Marshall. Marshall had the consolation of making fastest lap in 1 m 12.4 s, which was well outside the record that Doug Niven set in the Battle of Britain meeting at the beginning of the month, at 1 m 11.6 s.

The start of the Modsports race brought an amazing start from John MacDonald, who rushed his Morgan +8 into the lead from the second row, from Jon Fletcher's Elan and John Absalom's Ginetta—it was a lead MacDonald held for one and a half laps before overcooking it and going off. Jon Fletcher also went off in the Elan, presenting the race to the G4 of Absalom, who simply drove

away from the rest of the field. Very secure in second spot ran the rapid Davrian of Bob Jarvis, with Jim Adamson's Ginetta G4 equally secure in third place. The main battle now became that for fourth place, with a pocket handkerchief separating the Sprites of Garry Wilson, Richard Sutherland and Ian MacCullough.

The next race, a 15 lapper for Sports/GTs turned out to be a boring procession. Tony Charnell went off into the lead followed by Jeremy Lord in his Minilite Lola 212 and John Markey's Chevron Gropa-BMW, which is how the order remained until lap 6, when John Blanckley's Cosworth-powered Scorpion moved ahead of Markey for third. Charnell's winning margin over Lord was more than 10 s.

During the Sports/GT race it had started to rain, and this persisted in the second of the races for special saloons, the round of the Wendy Wools Championship. Once again, Doug Niven was pitted against Bill Dryden, and it was Niven who led off the line. For two laps Niven kept the Escort in front of the flying Firenza, until Dryden overcooked it, and the SMT car spun onto the grass, relegating it to fifth. Second was handed to Roger Mathews, who had the amazingly quick Mini of Andy Barton down his exhaust. But Bill Dryden does not give up easily, and he immediately set about catching Niven up. On lap 4 he was up to fourth, third on lap 5 and second on lap 6, setting the fastest lap at 1 m 15.8 s in the process. For three laps he hauled in the big Boss-Escort, until on the last lap they were together again; but Doug Niven was quicker through the traffic, and Dryden left it too late to make the final effort, finishing right up against the boot lid of the Escort, in by far the closest finish of the day.

After that, the libre race was a bit of an anti-climax. This provided another runaway win for Tony Charnell, who motored in to a colossal lead of almost threequarters of a minute in front of the Brabham BT36 of Arthur Moore. Rather amazingly, Phil Barak held off the Lotus 69 of Malcom Bohm for three laps before slipping down to fourth, and then down again to sixth. The race might have been more lively had Barry Joell not been penalised a minute, as he lay second on the road for all of the race, and well ahead of Moore, in his Tollbar Mallock Mk II. The clubmen's class therefore went to Bob Wainwright's U2, by 0.4 s from the similar car of Tony Thorpe.

BRIAN METZ

Tate Formula Ford Championship round (10 laps): 1, Ted Payne (March-Scholar 728), 12 m 43.6 s, 82.50 mph; 2, Pete Clark (Crosslé-Rowland 25F), 12 m 47.2 s; 3, Peter Harrington (Cougar-Scholar 73F), 12 m 50.6 s; 4, Mike Wrigley (Merlyn-Piper Mk 11A), 12 m 51.0 s; 5, Allan Wilson (Elden-Scholar Mk 8), 13 m 4.0 s; 6, Norman Dickson (Crosslé-Rowland 25F), 13 m 4.2 s. Fastest lap: Clark, 1 m 14.4 s, 84.68 mph.

Forward Trust Special Saloon Championship round (10 laps). Overall: 1, Bill Dryden (2.3 Vauxhall Firenza), 12 m 24.4 s, 84.63 mph; 2, John Hipkiss (BL Mini-Ford), 13 m 7.2 s; 3, John Watts (1.3 Mini-Cooper S), 13 m 26.4 s; 4, Phil Winter (1.3 BL Mini), 13 m 36 s. Over 1300 cc: 1, Dryden; 2, John Pope (Vauxhall Viva); 3, Paul Rhodes (Ford Escort TC). Fastest lap: Marshall, 1 m 12.4 s, 87.02 mph. 1001 to 1300 cc class: 1, Hipkiss, 80.03 mph; 2, Watts; 3, Winter. Fastest lap: Hipkiss, 1 m 16.4 s, 82.46 mph. 851 to 1000 cc class: 1, Ray Payne (Hartwell Imp), 74.14 mph; 2, David Wragg (Mini Ford); 3, Nick Birch (Chrysler Imp). Fastest lap: Payne, 1 m 20 s, 78.75 mph. Up to 850 class: 1, Roger Matthews (Mini), 72.60 mph; 2, Peter Crouch (Mini); 3, Reg Ward (Mini). Fastest lap: Neil Dineen (Mini), 1 m 22.8 s, 76.09 mph.

Northern Modsports Championship round (10 laps). Overall: 1, John Absalom (Ginetta G4), 12 m 54.6 s, 81.33 mph; 2, Bob Jarvis (Davrian Imp), 12 m 58.8 s; 3, Jim Adamson (Ginetta G4), 14 m 0.6 s; 4, Garry Wilson (Austin-Healey Sprite), 14 m 4 s. Up to 1150 cc class: 1, Jarvis, 80.89 mph; 2, Adamson; 3, Wilson. Fastest lap: Jarvis, 1 m 15.4 s, 83.55 mph (record). 1151 to 1300 cc: 1, Richard Sutherland (Austin-Healey Sprite), 79.88 mph; 2, Ian MacCullough (Austin-Healey Sprite); 3, John Evans (MG Midget). Fastest lap: Sutherland, 1 m 22.4 s, 76.46 mph. Over 1300 cc class: 1, Absalom, 81.33 mph; no other finishers. Fastest lap: John MacDonald (Morgan Plus 8), 1 m 15.2 s, 83.78 mph.

Castrol/MN Sports GT Championship round (15 laps). Overall: 1, Tony Charnell (Chevron Gropa-FVC), 18 m 37.8 s, 84.54 mph; 2, Jeremy Lord (1.6 Lola T212), 18 m 47.6 s; 3, John Blanckley (Scorpion-Cosworth JB4), 19 m 28 s; 4, John Markey (Chevron Gropa-BMW), 19 m 50.4 s. Over 1650 cc class: 1, Charnell; 2, Markey; no other finishers. Fastest lap: Charnell, 1 m 10 s, 90 mph. 1301 to 1650 cc class: 1, Lord, 83.80 mph; 2, Blanckley; 3, Richard Simms (Chevron-FVC B21). Fastest lap: Lord, 1 m 10.8 s, 88.98 mph. Up to 1300 cc class: 1, Les Aylott (Ardua-BOA Mk 3), 77.86 mph; 2, Lynden Thorne (Aldan-FVA); 3, Mark Cole (Sturgess). Fastest lap: Andrew, 1 m 16.2 s, 82.68 mph.

Formule Libre and Clubmen's Sports (10 laps). Overall: 1, Tony Charnell (Chevron Gropa FVC), 12 m 24.4 s, 84.63 mph; 2, Arthur Moore (Brabham-FVA BT36), 13 m 14.4 s; 3, Bob Wainwright (Mallock U2 Mk 11), 13 m 15.4 s; 4, Tony Thorpe (Mallock U2 Mk 11). Fastest lap: Charnell, 1 m 12 s, 87.50 mph. Libre class: 1, Charnell; 2, Moore; 3, Malcom Bohm (Lotus 69 Vegantune). Clubmen's class: 1, Wainwright, 79.20 mph; 2, Thorpe; 3, Barry Joell (Mallock U2). Fastest lap: Joell, 1 m 16 s, 82.90 mph.

ISLE OF MAN

Wallwork wins classic sprint

Longton & District MC's long awaited first ever speed event in the Isle of Man took place last Saturday when the island's authorities closed just over two miles of the famous motor cycle TT course for the club to run their Slenderad Sprint meeting. Fifty nine competitors made the week end trip and the honour of being the course record holder for the first time fell to John Wallwork who took his Brabham Chevrolet up the course in 1 m 24.3 s to collect BTD and £25.

The organisers, scheduled to start practice early on Saturday, ran into an irritating three hour delay when the RAC Steward decided that considerable stretches of the course, which ran from Hillberry to just past Kates Cottage, had to be cleared of barbed wire fencing behind the steep banks. With so much time lost it looked as though everyone would only have a single run for their trouble as the roads were due to be opened again at 5 pm but a late decision gave everyone the chance of a second run in the rain which made conditions unpleasant throughout. A speed trap, set up near Creg-ny-Baa, recorded a speed of 127 mph for the Alexis of Geoff Deakin who unfortunately went off shortly after at the corner following and did not contest the timed runs.

Kenneth Tomlinson (Cooper S), was the first class winner at this, the first speed event for cars in the island for 51 years, and he did 1 m 53.9 s on his second trip to pip Kevin Sinfield's similar touring Cooper by just over 8 s. In the bigger class Bobby Fryers took his 1293 Cooper to victory in 1 m 46.0 s, seven tenths ahead of Andrew Wareing's Escort. In the over 1500 cc class it was Escorts first and second in the hands of Peter Ormerod (1 m 35.6 s) and Brian Whiting (1 m 39.6 s). The latter finished just three tenths ahead of the 3 litre Capri of John Neal.

The rapid Cooper S of Colin Rogers was an easy victor in the special saloons, up to 1000 cc class, getting up the course in 1 m 39.3 s, more than four secs better than Robert Ratcliffe in a similar machine. Jim Thomson easily won the big class with his Firenza, getting up in 1 m 31.9 s on his second run to win by a comfortable five secs ahead of Mike Beckett's two litre Anglia. Marque sports cars were thin on the ground and the class went to Peter Davey's Sprite in 1 m 50.5 s with the Elan of Martin Rigney almost 2s slower. After John Bury's Midget had taken the up to 1300cc mod sports class Brian Murphy showed the rain held no terrors for him by blasting his E Type up in 1 m 29.8 s which was third BTD and only a whisker away from second best of the meeting. There was only slight opposition for class winners Warren Booth (Landar) and John Pascoe's Mallock U2 in the Sports and GT classes and Alan Staniforth brought his Terrapin/NSU along to wipe up the up to 1000cc racing car class in 1 m 37.5 ahead of Norman Greenhalgh's Cooper which was just 1.4 s slower. The March 722 of John Kitchen had a fair old scrap with Dave Ward's CMS Lotus-Ford before taking the 1600 cc class by four tenths and Isle of Man resident Cecil Clutton brought out his 1928 2.3 Bugatti to take the Vintage class in 1 min 59.7 secs.

BTD: J. Wallwork (Brabham), 1 m 24.3 s. **Class winners:** K. Tomlinson (Cooper), 1 m 53.9 s; B. Fryers (Cooper), 1 m 46.0 s; P. Ormerod (Escort), 1 m 35.6 s; C. Rogers (Cooper), 1 m 39.3 s; J. Thomson (Firenza), 1 m 31.9 s; P. Davey (Sprite), 1 m 50.5 s; J. Bury (Midget), 1 m 29.8 s; B. Murphy (Jag E), 1 m 29.8 s; J. Pascoe (Mallock), 1 m 40.0 s; A. Staniforth (Terrapin), 1 m 37.5 s; J. Kitchen (March), 1 m 31.6 s; C. Clutton (Bugatti), 1 m 59.7 s.

AUTOCROSS

Brunt's surprise

Miss Ann Harris, the young West country secretary, who threatened to jolt the men well and truly with her 999 Mini back in mid summer—then lost a little of her edge understandably after a nasty roll—is back in business and in a big way. Last Sunday, at the Midland Manor MC autocross near Bewdley, she took on the king of the 1000 Minis class Roger Brunt and beat him. And it was no fluke for after Brunt had clipped a whole second off his third run to throw the gauntlet down with 60.7 s, she equalled this on her final run and because she had been three tenths quicker on her second, she took the class. Ann, with Roger and Mike Turpin (Special) took the team award.

With an entry of more than 70, including several of the stars of the recent Castrol/Autocross Championship, BTD went to Turpin who got down to 56.2 s but he had no opposition after practice when Naveb suffered the indignity of being rolled by the autocross champion himself, Terry Smith, without too much damage to the car and bruises to Smith.

In the standard saloon class where Martin Barnard had a comfortable victory with his Datsun 240Z, the car was shared by Andy Thwaites, the BT&RDA Autocross Secretary, having his first drive for three years and thoroughly enjoying it. He was second 4 s down on the owner. Behind Nick Garner in the small Minis class there was a terrific four-cornered scrap for second. Derek Pittaway eventually emerged as runner-up by one-tenth from Jeff Hawkins while Clive

Stafford and Bob Duthie were tied four-tenths behind Pittaway. A minor Welsh invasion took the small conventional saloons where Keith Ockwell and Steve English shared the former's Escort to one and two and Roger Dowson pipped Paul Northall in the Triumph GT6 to take the sports car class.

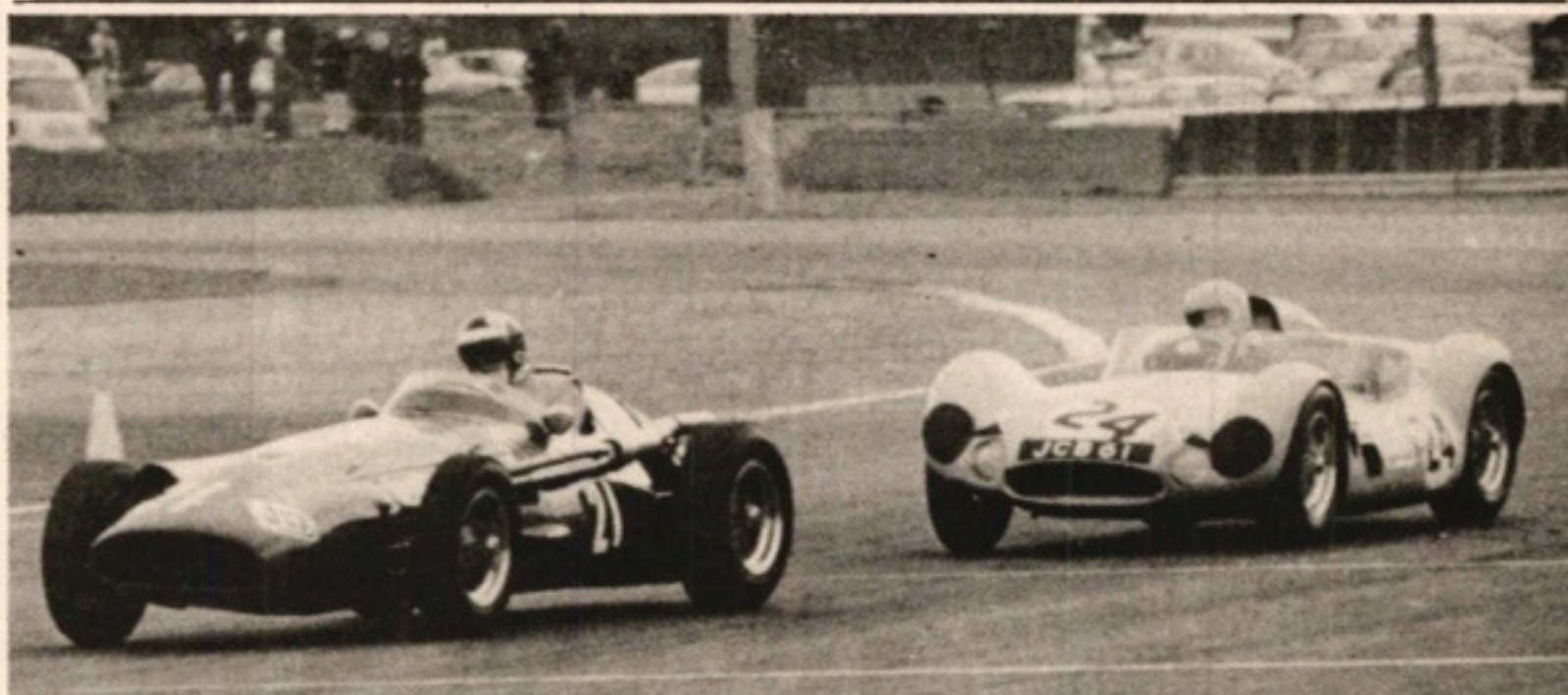
In this class Castrol's well known clubs representative, John Atkins, had his first autocross sharing Barry Maclure's Spitfire and he got within 0.6 s of the latter. The Welsh were to the fore in the big saloon class where George Warren and Clive Trueman sandwiched Tim Humphries in an all Escort battle, Warren getting the class by half a second.

Man of the day in the big Minis class was Bruce Rushton who stormed through to take the class on his last run beating Smith by one-tenth while John Bevan, in Smith's car, who had been going quicker and quicker, finally had the steering collapse on his third run when he might have pipped the pair of them.

BTD: M. Turpin (Special), 56.2 s. **Class winners:** M. Barnard (Datsun 240Z), 62.9 s; N. Garner (Mini), 62.0 s; K. Ockwell (Escort), 65.9 s; R. Dowson (Triumph GT6), 59.2 s; Miss A. Harris (Mini), 60.7 s; G. Warren (Escort), 64.0 s; B. Rushton (Mini), 59.3 s.

● Only 30 s covered second to fourth places on last weekend's Tirril Rally run by Cumberland SCC on a 170-mile route on OS 76 and 83, when victory went to Mike Telford and John Taylor in an Opel Ascona who dropped 7 m 10 s on a route which was very wet to half way but which improved somewhat later in the night.

1. M. Telford/J. Taylor (Ascona), 7 m 10 s; 2. E. Farnel/D. Sherwen (Avenger), 8 m 0 s; 3. J. Dentice/T. Pearson (Mexico), 8 m 20 s; 4. K. Horrocks/A. Dodd (Mexico), 8 m 30 s; 5. H. Baier/F. Gregor (Cooper), 8 m 50 s; 6. G. McEwan/Miss M. Coates (Escort GT), 9 m 10 s. **Semi-expert:** J. M. Pringle/A. Moore (Cooper), 9 m 40 s. **Novice:** B. Leyland/D. Goodman (Avenger Tiger), 12 m 0 s. **Team:** I. Jennings/G. Brodie (Sport) and J. Brunning/Miss A. Brown (Mexico).



Lucas' 250F and Green's Birdcage Maserati battle out fifth place in last Sunday's splendid JCB finale at Silverstone (above). In the FF final, Mike Young (25) just misses an incident between Geoff Lees (15) and Mike Blanchet (below).



ELVINGTON

Rain stops records

Rain for the majority of last Saturday followed by damp conditions throughout the following day made life unpleasant for the few competitors who turned up for the annual speed trials at Elvington, Yorkshire, last weekend. Only six cars turned up to contest the national record list and of these only one set new records. This was John Dodd in his Rolls-Royce Merlin Special, complete with 27-litre engine, which set two records.

Competing in the international Class A, for over 8000 cc machinery, he cracked the standing start 500 metres record reducing it from 21.06 s to 17.06 s and he also set a new national record in the same class with the same car over the flying quarter mile. He got down to 6.59 s, a speed of 136.46 mph which beat the five-year-old record of the Hon Patrick Lindsay's Napier Railton which had stood at 6.67 s.

A total of 21 records were established during the weekend and of the 19 set by the motorcycle brigade three were world records and six were national. Records were established for the first time in the production class and an 850 Norton Interstate did the flying quarter mile at 142.7 mph and a standing quarter in 12.13 s.

TOPCLIFFE

Merrills' title

John Lambert took his McRae F5000 to BTB on a dampish course at RAF Topcliffe last Sunday when the North East Centre of the MG Car Club ran the final round of their sprint championship. Lambert got down to 1 m 13.8 s which was some way outside the record but in spite of the conditions three class records were established on the 1.8 mile course. In the two championships which were determined Mick Merrills took the Uniflo Championship with 11 points in his Sprite while the Nuffield Sprint Trophy went to Alistair Naylor in his TC, also with 11 points.

Of the three records broken the most notable was the performance of the Datsun Cherry of Peter Houghton who took no less than 15 s off the up to 1150 cc touring car category in 1 m 32.4 s. The second record to go was in the clubmen's sports cars (up to 1600 cc), where Dr George Whittingham (DMW) and Mervyn Bartram (Mallock) both got beneath the 1 m 23 s previous best. Whittingham returned 1 m 20.5 s with Bartram on 1 m 20.6 s. Final record breaker was Howard White (Cooper), who clipped a second off his own up to 1500 cc touring car best returning 1 m 30.4 s.

A second Datsun victory came in the mod sports (1300-2600 cc class), where Peter Tipton took his 240Z home in 1 m 36.8 s, just over half a second up on J. Young's Marcos GT. The class for the more modern MGs went to G. Douglas in his 'B' in 1 m 43.6 s while the mod sports classes were taken by Malcolm Trewhitt's MGC and M. Walker's E-Type respectively. Hillclimb regular last year Chris Seaman shared Chippy Stross's Chevron taking the over 1600 GT and Sport Racing class in 1 m 21.4 s, half a second better than the owner. The Formula Ford Dulon of Bob Prest returned 1 m 22.9 s to take the up to 1100 cc racing class and John Buck's V8 Terrapin won the big racing class in 1 m 29.9 s.

BTB: J. Lambert (McRae), 1 m 13.8 s. Class winners: P. Houghton (Datsun Cherry), 1 m 32.4 s; H. White (Cooper), 1 m 30.4 s; D. Abram (Imp), 1 m 31.2 s; M. Newman (Viva GT), 1 m 25.5 s; M. Merrills (Sprite), 1 m 31.0 s; T. Goodwin (MG PB), 1 m 56.4 s; J. Brearley (MG TC), 1 m 47.2 s; P. Tipton (Datsun 240Z), 1 m 36.8 s; G. Douglas (MGB), 1 m 43.6 s; M. Trewhitt (MGC), 1 m 28.9 s; M. Walker (E-Type), 1 m 24.3 s; M. Beer (Midget), 1 m 27.7 s; G. Whittingham (DMW), 1 m 20.5 s; C. Seaman (Chevron), 1 m 21.4 s; B. Prest (Dulon), 1 m 22.9 s; J. Buck (Terrapin), 1 m 29.9 s. Novice: A. Walker (Mallock), 1 m 28.7 s.

News...

● Members of W'ton & South Staffs CC took first and second overall on the Owen Motor-Club's E. C. Payter stages rally last Saturday when there were only 37 competitors for the club's first restricted day time stage event. The club organised just over 50 miles of special stages on the well known Hixon and Perton airfields together with other venues and Paul Derry and Stuart Pocock took their Escort TC to overall victory by almost four minutes. Their total elapsed time on the 14 stages was 66 m 40 s. Second were Peter York and Jon Lloyd (Cooper S), on 70 m 35 s.

Jim Noble and Tony McMahon would have been second in their Escort TC but for missing out a complete lap of the Perton stage which cost them a maximum and demoted them to 78 m 27 s but still winners of the over 1600 cc class. Third place went to Mike and Lesley Cockayne in their Cooper S on 71 m 44 s and they beat John Bloxham/Alan Crowe in the Hillman Avenger by a mere 5 s. The Cockayne family also collected a set of wheels as they were the best Owen members among the 26 finishers. As a result of the event the club will be purchasing one of the chairmobiles made by their sponsors which are battery operated invalid carriages and this will be donated locally.

1. P. Derry/S. Pocock (Escort TC), 66 m 40 s; 2. P. York/J. Lloyd (Cooper), 70 m 35 s; 3. M. Cockayne/L. Cockayne (Cooper), 71 m 44 s; 4. J. Bloxham/A. Crowe (Avenger), 71 m 49 s. Class winners: D. Jones/N. Penrose (Imp), 76 m 21 s; D. Thompson/M. Purdy (Cooper), 72 m 43 s; C. Beddow/S. Fellows (Cooper), 74 m 28 s; J. Noble/T. McMahon (Escort TC), 78 m 27 s. Stage awards: Derry, Noble, and York.

● Dave Slater took his Anglia estate to overall victory last Sunday at the Kidderminster CC's production car trial at Hoo Farm, Kidderminster. He dropped 32 marks on the 22 sections having led the conventional saloons class throughout the day. Other highlights of this non championship event included a first appearance by Mike Stephens in the ex-Mac Hazlewood Mexico while Hazlewood himself has acquired a Dellow and both he and Stephens were second in class. Current BTRDA championship leader Geoff Spencer broke a drive shaft when leading his class.

First of the four class winners was Paul Breakwell who had a good run in his 1275 GT to take the class on 41 marks, five ahead of Alf Williams' Allegro while Kevin Caley was third in his Mini but way behind. Denis Wells (Skoda) dropped 44 marks to take the conventional class. He was nine points adrift of Slater at one third distance which was lunch and only one head of Stephens. The latter dropped to three behind at the end while Brian Worton (Avenger Tiger) was third but never in the same league. Undeterred by the appearance of the Dellow, Mike Harrison drove consistently to beat Hazlewood on furthest cleanest, both dropping 30 marks while Mrs Shirley Hobbs took her husband's Midget to third on 47 marks and collected the ladies' award. Lowest score of the day was set by Ray Bradley's Imp on the way to taking the rear engine class. He finished on 26 marks, four ahead of Simon Arnold with Austen May third on 39, all in Imps.

Overall: D. Slater (Anglia Est), 32 marks lost. Class winners: P. Breakwell (1275 GT), 41 marks; D. Wells (Skoda), 44 marks; M. Harrison (Midget), 30 marks; R. Bradley (Imp), 26 marks.

● Winner of the Midland Motor Club's Autotest Championship is the Solihull driver Ray Webb who uses a Mark 1 Sprite. In the eight-event series, best five to count, Webb won with 30 points. Class winners were: John Larkin (Cooper S), 28 pts; Martin Clark (Mini), 21 pts; John Gilbert (1300 GT), 14 pts; Tony Hunt (Mexico), 26 pts.

● Dave Barker and Alan Christopher took their RS 1600 to outright victory on last weekend's Charnwood Rally organised over a 180 mile route by Charnwood CC on OS 121/122. On a fine event in which only early morning mist caused minor problems they dropped 12 m 29 s to win by almost two minutes from a trio who were separated by just over a minute. Barker/Christopher inherited their lead after two-third distance when the then leader Graham Beardmore/Martin Phaff retired their Firenza after the belt came adrift from the overhead cam throwing the timing adrift. An early casualty who was expected to do well was Paul Bramford whose engine expired on his RS 1600.

1. D. Barker/A. Christopher (RS1600), 12 m 29 s; 2. J. Harris/M. Sadler (Ascona), 14 m 12 s; 3. T. Hart/G. Daws (Mexico), 14 m 52 s; 4. R. Fenton/S. Panchari (Mexico), 15 m 21 s; 5. P. Doughty/R. Sheldrake (Escort), 15 m 54 s; 6. G. Denton/I. Humphrey (Mazda), 16 m 24 s. Novice: R. le Marquand/I. Luck (Stiletto), 21 m 9 s.

● Heavy rain caused headaches galore for Quinton MC when they ran their Acropolis Replique Rally over a 120-mile route in central Wales last weekend. Flood water swelled fords and damaged bridges on several parts of the route and in addition several crews drowned out. More trouble for errant competitors came when 30 were penalised for using auxiliary lights in quiet zones.

In spite of the conditions the event proved to have an exciting climax where the first three crews were separated by only 24 s, the results list being dominated by members of Newtown MC who took four of the first six places. They were led home by D. Holloway/D. Caswell (Mexico), who dropped 18 m 25 s, with J. Lloyd/D. Davies bringing their Escort through to second 20 s adrift.

1. D. Holloway/D. Caswell (Mexico), 18 m 25 s; 2. J. Lloyd/D. Davies (Escort TC), 18 m 45 s; 3. B. Poe/P. Forrester (Mexico), 18 m 49 s; 4. A. Grinnall/P. Worsley (Cooper S), 19 m 15 s; 5. J. Jones/R. England (Escort RS 1600), 19 m 32 s; 6. J. Evans/E. Edwards (Mexico), 22 m 21 s.

● This weekend at Blackbushe is the sixth and last round of the NDRC's RAC/Castrol championship, the first run by the RAC, and also the first serious attempt to run a year-long points race away from Santa Pod Raceway. The NDRC will also have their own champion at the end of the event, and he will take home a new Volkswagen—the biggest single prize awarded yet in drag racing.

It was hoped to have the strip laid out in the reverse direction to the last meeting, but unfortunately this has not been possible at this time, though plans are in hand to carry this out for next year. Instead, more attention will be paid to sweeping the strip down before the event, while another first will be tried in this country to improve the somewhat dubious grip. This entails spraying the first half of the strip with VHT Track-Bite, the same substance that is used for burn-outs. This is quite common practice in the States when track conditions are poor, and can frequently improve times by two-three tenths.

However effective it is though, the conditions are unlikely to be as good as the Pod, and this could favour the rear-engined cars in Top Fuel. With an International status, the meeting will be host to several Swedish entrants, with John Anderson bringing his immaculate rear-engined 392 car over. With a best to date of 7.7 s, he will be hard put to match the big two, but should be able to get near Roly Pratt, currently with a 7.3 s best. Having said that, Roly has of course beaten Clive Skilton twice recently, and is looking for his first six with the car, which ran a 6.8 s last year with Skilton driving. Although Clive has beaten Dennis in the last three meetings of the two big cars, there is really little to choose between them, as shown by Priddle's 6.68 s at Santa Pod two weeks ago. Clive's best to date is 6.61 s at 223 mph, although neither have yet matched Priddle's '72 record of 6.59 and Norm Wilcox's 6.55 s at the International in the Revell car.

SNETTERTON

Bright intervals

The racing at Snetterton on Sunday tended to match the weather producing some bright intervals in a programme of mainly processional races. Romford Enthusiasts CG produced seven very full grids and Phillip Spurling clinched the Miglia Mini title with a class win in his Oselli Mini while Robin Smyth (Warren) moved nearer the 750F title as did Mick Moss for the Mini 7 honours.

Another of the Snetterton FF v F4 events opened the programme and after only just making the grid, pole position man Roger Manning in the Air Call Elden spun away his chance on the opening lap leaving John Lipman no opposition whatsoever; the Dulon driver, who hopes to perhaps build himself an FF for next season, romped home by a huge margin. Second spot looked interesting until Glenn Eagling (Lotus 61) fell over an errant JRRDS car at Riches after which Phillip Dowsett (Titan) was no longer troubled. By far the best of the F4s was Dave Griffiths whose Chevron slipped past Tony Haines (Lotus 61) to regain fourth spot on the last lap. Manning had a splendid drive through the field, setting the FF fastest lap, and finished in sixth place.

Forget the results of the Mini 7 championship round and offer a prayer of thanks for the luckiest man at Snetterton on Sunday afternoon, namely Chris Maries who emerged with only trifling injuries from a very wrecked Mini. Lying third in the early stages of the race Maries's car hit the banking on the exit from the Esses at some 80 mph, flew a further 15 yards through the air and landed on its roof; Maries escaped only because the roll-bar over the driver did its job and his seat was firmly anchored. Back to the race where Mick Moss was making almost certain of the championship with another faultless drive in the Trident Mini. Danny Crosbie chased hard but like everyone else was rather subdued by the Maries crash and finally his car cooked itself to a halt on the last lap. This elevated a dicing trio of Andy Devine, Graham Woskett, and Dave Parry into contention for second, Parry just beating Devine by half a car's length. Tony Westbrook spun his chances away on lap 2 while the other championship contender Chris Tyrell never really featured in the race.

The F1200 race was a foregone conclusion. In practice Mike Taylor demonstrated the Tetranychus Telarius' potential by circulating 2.4 s inside the lap record, helped no doubt by some much-needed resurfacing work on the approach to Russell. His pace in the race was not much slower although he only reduced the record officially by 0.6 s. Tim Gath (U2) came home over 30 s behind the TT, his

second place looking less secure as the older U2 of Vic Waterhouse wound him in during the closing laps.

No fewer than eight classes were contained in the next thrash which was over a similar number of laps, the main contenders coming from the Morgan sports car class and the two MG Car Club T Register Championship categories. As the first few spots of rain began to fall Adam Bridgland stormed his Morgan +8 off the line but by the now sleeper-lined Riches corner, the race order was established, with Robin Gray nicely ahead in the Lawrencetune Plus 8 version. The two Moggies were followed throughout by Derek Allanson's immaculate AH 3000 which seemed to go a bit off song towards the end. Dice of the race was yet again provided by those arch T-type rivals Dave Clewley and Gerry Brown, most corners seeing a reversal of the order. Brown made it to the line in his 1946-vintage TC by a greater margin than usual for Clewley had a big moment at Coram on the last lap and coasted his TC very slowly for the remaining few yards to the flag.

With more rain in the offing Robin Smyth took a gamble in retaining the "dry" tyres on his Warren for this vital 750 championship round. The gamble paid off handsomely for the little supercharged car walked away with the race and made it win number eight leaving Mike Street an awful lot to do in the two remaining rounds. While Smyth steadily pulled away a battle of FF proportions was taking place to sort out the places from second to sixth. Mike Street, keen on another nine points, spun the DC Plus at the Hairpin on lap four and was almost collected by Mike Whatley (Marlin) and Jeff Smith (JGS). Smith it was who made it a supercharged 1-2 with a fine drive from 21st place on the grid. The hard-charging Street fought his way back to third but was beaten to the line by Whatley, with John Richardson's DNC only a yard behind Street.

Practice for the libre modsports/GT event produced more drama than the race, with once again several complaints being voiced over the question of speed differentials—the cars ranging from a bog-standard MGB to John Jordan's McLaren M6B! Antonio Piccione started the practice ball a-rolling by demolishing his F3 March against the Hairpin banking while at Riches Aubrey Mears spun his MG Midget and was collected by Jim Wickiser's FF Elden, the sports car finishing on top of the single-seater and John Brise (in son Tony's F3 GRD) was caught in the same incident. With Martin Watson's F. Atlantic GRD damaging its flywheel the field was somewhat thinned, further so when Lee Kaye

non-started the Dorset Foods Lola T290 with unsuitable tyres and the front section of Bob Glass's U2 refused to fit. This left only John Jordan on the front row, even he only making it by the 2 m board. The race was much tamer with Jordan pussyfooting the M6B around with just enough in hand to beat Malcolm Clube's older McLaren. Twice John Brise came within a few feet of making sure of third place by passing Bryan Small's Tecno but the first time he knocked off the ignition switch and then spun off at Coram on the last lap.

Despite having a very large boot-wing protested off in the paddock Colin Hawker managed to squirt the immaculate Tolemans Delivery Service DFV-engined Capri around the 2.71-mile circuit some 1.4 s inside Mick Hill's special saloon record in practice. A wet track put a stop to any more record attempts but Hawker delighted the spectators by sliding the car out of the Hairpin and Russell in what was almost a demonstration run. John Elton in the ex-Sanger/Harvey Baillie Ford Falcon looked a safe bet for the first of the also-rans but his beast overheated leaving David Conway second spot and 1300 class honours. Phil Spurling's very rapid Osselli Miglia car took fourth place and clinched its championship in so doing.

MIKE DIXON

Formula Ford and Low Cost Racing Ltd National Formula 4 Championship round (8 laps). Overall: 1. John Lipman (Dulon-Davron LD9), 13 m 39.0 s; 2. Phillip Dowsett (Titan-Titan Mk 6), 13 m 47.8 s; 3. Frank Bradley (Bradley-Brown), 13 m 57.0 s; 4. Dave Griffiths (1.0 Chevron-Felday B15/17), 14 m 07.4 s. **F Ford class:** 1. Lipman, 95.30 mph; 2. Dowsett; 3. Bradley. **Fastest lap:** Roger Manning (Air Call Elden-Piper Mk 10), 1 m 39.8 s, 97.76 mph. **Formula 4:** 1. Griffiths 92.10 mph; 2. Gavin Hooper (1.0 Lotus-Cosworth 59); 3. Andrew Stevens (1.0 Brabham-Lucas BT28). **Fastest lap:** Griffiths, 1 m 44.0 s, 93.81 mph.

The Newhouse & General (Insurance) Brokers Ltd Trophy race, Bob Fox National Mini 7 Formula Championship round (8 laps): 1. Mick Moss (Trident Mini), 16 m 09.8 s, 80.48 mph; 2. Dave Parry (BMC Mini), 16 m 26.0 s; 3. Andy Devine (BLMH Mini), 16 m 26.2 s; 4. Graham Woskett (Swift Mini), 16 m 27.0 s; 5. Tim Guest (Target Mini), 16 m 33.8 s; 6. Hugo Hoyle (Morris Mini), 16 m 34.6 s. **Fastest lap:** Moss, 1 m 56.6 s, 82.26 mph (record).

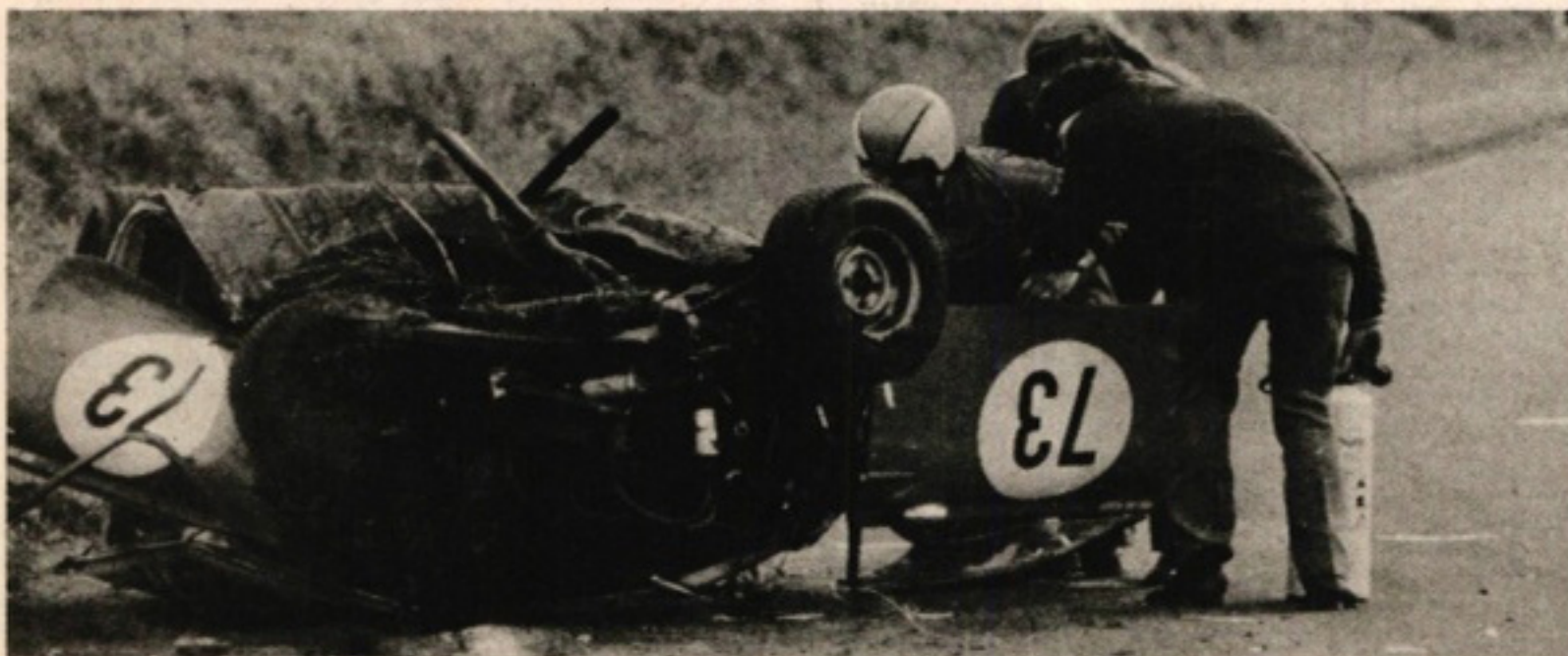
Super Visco Formula 1200 National Championship round (8 laps): 1. Mike Taylor (1.2 Tetranychus Telarius), 13 m 56.2 s, 93.34 mph; 2. Tim Gath (1.3 Mallock U2 Mk 11B), 14 m 32.2 s; 3. Vic Waterhouse (1.2 Mallock U2 Mk 8), 14 m 34.4 s; 4. Michael Roberts (1.2 Navajo), 14 m 46.6 s; 5. Tom Hudson (1.2 Lanson Mk 1), 14 m 49.4 s; 6. Peter Lloyd (1.2 Nomad Mk 1D), 14 m 49.6 s. **Fastest lap:** Taylor, 1 m 43.2 s, 94.54 mph (record).

The Peter Arundel Trophy Race: historic racing cars, historic sports cars, vintage sports cars, post vintage thoroughbred sports cars, Morgan sports cars, MG Car Club T Registered Drivers' Championship round for T Registered full race cars and T Register road going cars and classic sports cars (8 laps). Overall: 1. Robin Gray (3.5 Morgan + 8), 15 m 11.8 s; 2. Adam Bridgland (3.5 Morgan + 8), 15 m 21.0 s; 3. Derek Allanson (3.0 Austin Healey 3000), 15 m 40.2 s; 4. Gerry Brown (1.3 MG TC), 16 m 47.0 s. **Class winners:** "Clink" Clinkard (4.3 Alvis s/c), 74.15 mph; Allanson; David Rouse (3.0 Alvis Silver Eagle), 66.01 mph; David Fitt (1.1 Riley Nine), 65.92 mph; Gray, 85.60 mph; Brown, 77.50 mph; Roger Shadbolt (1.3 MG TB), 67.94 mph; Brendon Stewart (1.6 MGA), 68.48 mph. **Fastest lap:** Gray, 1 m 51 s, 87.89 mph.

Reliant 750 Formula National champion round (8 laps): 1. Robin Smyth (803 Warren Reliant s/c), 16 m 42.0 s, 77.89 mph; 2. Geoff Smith (803 JGS III s/c), 17 m 10.8 s; 3. Mike Whatley (642 Marlin), 17 m 14.2 s; 4. Mike Street (642 DC Plus), 17 m 14.8 s; 5. John Richardson (642 DNG Mk 3), 17 m 15.0 s; 6. John Bryning (777 Viking LD 17 s/c), 17 m 22.4 s. **Fastest lap:** Smyth, 2 m 01.0 s, 80.63 mph.

Formula Libre: modified sports cars, over 2000 cc, and up to 2000 cc, sports GT cars (8 laps). Overall: 1. John Jordan (7.0 McLaren-Richardson-Chevrolet M6B), 14 m 44.8 s; 2. Malcolm Clube (McLaren-Chevrolet M1C), 14 m 51.8 s; 3. Bryan Small (1.6 Tecno-Holbay F68/3), 15 m 36.8 s; 4. Ian Fraser (3.0 Marcos). **Formula Libre class:** 1. Small, 83.31 mph; 2. Barrie Hattam (1.6 Palliser WDF3); 3. Rydal Sullivan (1.6 Lotus 61M). **Fastest lap:** Small and John Brise (1.6 GRD-Holbay 372), 1 m 51.0 s, 87.89 mph. **Modified Sports cars over 2000 cc:** 1. Fraser 83.05 mph; 2. Robin Gray (3.5 Morgan + 8), no other finishers. **Fastest lap:** Fraser, 1 m 51.0 s, 87.89 mph. **Modified Sports cars up to 2000 cc:** 1. Rob Haugh (1.9 MGA), 78.49 mph; 2. Richard Gamble (1.4 MG Midget); 3. Nicholas Taylor (1.5 MG TB). **Fastest lap:** Haugh, 1 m 58.2 s, 82.54 mph. **Sports GT cars:** 1. Jordan, 89.21 mph; 2. Clube, no other finishers. **Fastest lap:** Clube, 1 m 47.2 s, 91.01 mph.

The Hobbs Padgett (East Anglia) Ltd Trophy race for special saloon cars; over 1800 cc, 1301 to 1800 cc, 1001 to 1300 cc, up to 1000 cc; Special Tuning Mini Miglia Championship round (8 laps). Overall: 1. Colin Hawker (3.0 Ford Capri DFV), 14 m 40.2 s; 2. David Conway (1.3 Riley Elf), 15 m 22.4 s; 3. Eric Cook (1.3 BLMC Cooper "S"), 15 m 35.2 s; 4. Phillip Spurling (1.0 Oselli Mini Miglia), 16 m 23.4 s. **Special Saloons, over 1800 cc class:** 1. Hawker, 88.67 mph, no other finishers. **Fastest lap:** Hawker, 1 m 47.6 s, 90.67 mph. **Saloons 1301 to 1800 cc:** no finishers. **Saloons 1001 to 1300 cc:** 1. Conway, 84.61 mph; 2. Cook, no other finishers. **Fastest lap:** Conway, 1 m 52.4 s, 86.80 mph. **Saloons up to 1000 cc:** 1. Dick Adams (850 Mini), 72.70 mph; 2. Mike Fry (850 Mini); 3. Danny Arundel (1.0 Mini). **Fastest lap:** Gunter Desanti (1.0 Mini), 2 m 05.6 s, 77.68 mph. **Miglia Mini class:** 1. Spurling, 79.37 mph; 2. Eric Groves (1.0 Tollgate Mini Miglia); 3. Ivor Ward (1.0 BMC Mini Cooper). **Fastest lap:** Spurling 2 m 00.8 s, 80.76 mph.



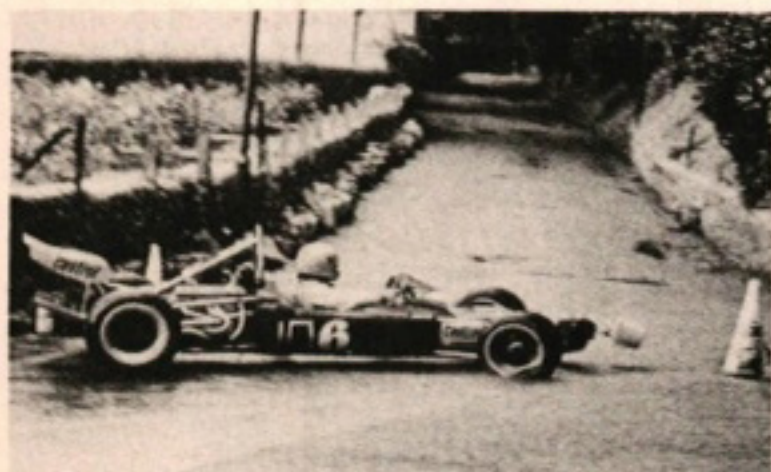
Oh! Lucky man: Chris Maries emerges unhurt from what used to be a Mini after his large accident at the Esses during the Mini 7.

Sports extra

PONTYPOOL

Weather slows the pace

Rain throughout on September 16 thoroughly dampened proceedings down in Pontypool where the South Wales Centre of the BARC ran the penultimate round of this year's Castrol/BARC Hillclimb championship but in spite of conditions which deteriorated steadily throughout competition was fairly keen. Times suffered accordingly but the RAC Hillclimb champion Mike MacDowell came along to show aspirants to his title how it was done and his 31.8 s in his Brabham BT36X was two-tenths better than Richard Thwaites, who consoled himself with the knowledge of having won the Castrol Top Five BTD awards



Thwaites goes off at Pool bend.

series for he has a total of 36 points. No significant changes occurred in the championship positions but Pat Kenyon went home rejoicing for she pipped husband Brian for her first class win of the year (some also say for a long time championship wise) with the family Sprite.

First class winner among a total entry of 85 was Peter Houghton in a Datsun Cherry who returned 37.2 s when conditions were

at their poorish best and in so doing he caused an eyebrow or two to be raised for John Meredith, fourth in the championship, could not get within a second of his time. Alan Morgan (Cooper S) was unable to improve on this time in the next class, for up to 1500 cc saloons, which he took in 37.3 s which might prove something or other. Robert Smith (Cooper) was second four-tenths down. In the first of the classes for special saloons Alex Boyle got down to 35.73 s in the Lassman Cooper S but Alan Cox gave him a fright with 35.88 s in his similar carriage.

It was raining fairly heavily when the hot over 1000 cc saloons took their turn and this class was a brotherly occasion for Roger Walker beat Peter by a fraction with a time of 36.3 s. Brian Kenyon went off earlier than Pat when the sports cars took the field and his 38.8 s looked good enough to take the class until Pat took over and climbed in a remarkable 38.22 s. The other leading woman competitor, Diane MacMaster, appeared in the next class with the Clan but she had to be satisfied with second to Russ Ward's Sprite who did 37.58 s. The weather levelled competition in the big sports class somewhat where Nigel Pow's E-type returned 38.3 s with Martin Wyatt's Ginetta G4 on 39.1 s. Quickest of the 11 in the up to 1600 bracket for clubmen's sports cars was Jeremy Hunt who became the second Swansea winner of the day. In his Mallock U2 he did 35.2 s leaving Brian Wilson and Ian James, both in Mallocks, to scrap for the places, Wilson getting the verdict by four-tenths in 36.44 s. There was another 1 s plus class win in the GT/Sport Racing 1301-1600 cc category where Bill Morris took his Mallock U2 up in 33.15 s (fifth BTD) beating brother David (34.2 s) and Alister Douglas-Osborn third on 34.4 s. A journey from Scotland for John Cleland with his Chevron B8 was rewarded with a win in the bigger class for GT and Sports Racing and he showed fine style in beating Norman Hutchins (Mallock) by 1.1 s in 34.83 s and David Franklin equally successfully sewed up the small racing cars with the Huntsman Vixen in 33.7 s with yet another brother combination Paul and Andrew Squires collected second and third with their Brabham BT28.

The battle in the up to 1600 racing class was between Geoff Rollason (Lotus 69) and

Ken MacMaster's BTD. Rollason emerged damp but triumphant with 33.3 s to the latter's 33.6 s and third in a class of seven was Tony Street's BT30, but over a second down. There were only four of the "bigger bangers" and MacDowell's winning 31.8 s was only just a fraction quicker than Thwaites who made a really determined bid to beat the RAC Champion. It was not the day for either Chris Cramer or Richard Shardlow. So to the Castrol Top Five and in very poor, slippery conditions MacDowell blasted off to return 34.82 s which left the rest trailing by more than 2 s. Thwaites had to settle for 37.00 s first time for on the second trip he lost it at the hairpin, probably a wheel locking up, swiped a gatepost and wiped off a wheel and the nose cone.

Results:
BTD: M. MacDowell (Brabham), 31.8 s.
Class winners: P. Houghton (Datsun Cherry), 37.2 s; A. Morgan (Cooper), 37.3 s; A. Boyle (Cooper S), 35.7 s; R. Walker (Cooper S), 36.3 s; Mrs P. Kenyon (Sprite), 38.2 s; R. Ward (Sprite), 37.5 s; N. Pow (E-type), 38.3 s; J. Hunt (Mallock U2), 35.2 s; T. Sims (Terrapin), 34.7 s; W. Morris (Mallock U2), 33.1 s; J. Cleland (Chevron B8), 34.8 s; D. Franklin (Huntsman Vixen), 33.7 s; G. Rollason (Lotus 69), 33.3 s; R. Thwaites (McLaren), 32.0 s.
Castrol Top Five: MacDowell 34.8 s; Thwaites, 37.0 s; Shardlow (Brabham BT38), 37.7 s; C. Cramer (Grunhale Lager Spec), 37.9 s.
Castrol/BARC Hillclimb championship: 1, M. Flather, 69.66 marks; 2, R. Speak, 62.98 marks; 3, R. Jones, 61.84 marks; 4, J. Meredith, 58.17 marks; 5, D. Franklin, 57.76 marks; 6, A. Boyle, 57.66 marks; 7, B. Kenyon, 55.70 marks; 8, D. Morris, 55.41 marks; 9, N. Porter, 54.82 marks; 10, K. MacMaster, 53.67 marks.

AUTOCROSS

Gibson's easy win

A clear 2 s quicker than the rest of an entry of 85 competitors, Robert Gibson from Potteries & Newcastle MC scored BTD at the Morecambe CC Bateman Motor Works autocross at Flookburgh, Morecambe, last Sunday. In his Sprite he clocked 1 m 15.2 s over two laps of an 800 yds course. PAN members, of whom 14 took part, collected four of the eight class awards.

Returning 1 m 19.1 s Miss Muriel Banks took the standard class with her Cooper ahead of Colin Wild's Mexico by a second and Brian Halliday beat E. Kellock by half a second in the small Mini class being the first of five class winners all in the 1 m 20 s bracket. Bernard Swift's Escort was only four tenths quicker in winning the up to 1300 conventional saloon class but he was exactly a second quicker than John Davies, in a similar car. One of the best scraps was in the rear-engined class where John Cotton's Imp pipped the VW-Porsche of Mike Skerratt by one tenth. Things were close also in the up to 1000 Mini class where George Capstick got home by a whisker from Des Norris while the battle of the Twin Cam Escorts was resolved in favour of Ian Smith who beat John Clarkson by half a second, Smith getting down to 1 m 17.4 s to be second BTD. Dave Stott had little opposition in taking the big Minis class and Graham Harper's Mini Special cleaned up the Specials class.

BTD: R. Gibson (Sprite), 1 m 15.2 s. **Class winners:** Miss M. Banks (Cooper), 1 m 19.1 s; B. Halliday (Mini), 1 m 20.1 s; J. Cotton (Imp), 1 m 18.6 s; G. Capstick (Mini), 1 m 20.1 s; I. Smith (Escort TC), 1 m 17.4 s; D. Scott (Mini), 1 m 20.3 s; G. Harper (Mini Special), 1 m 20.2 s.

● Mark Ridout, making only his second appearance in a rally this year, scored a fine win on the first Coventry and Warwickshire MC Eppynt Stage Rally last Saturday night with his Alpine Renault. Partnered by Peter Smith, the 33 year old Aldridge driver won the five stage event, covering 50 miles on the infamous Welsh army land, by 35 s from Bernard Banning and Barry Hughes in an Avenger.

1, M. Ridout/P. Smith (Alpine Renault), 11 m 22 s; 2, B. Banning/B. Hughes (Avenger), 11 m 57 s; 3, B. Davies (Mexico), 12 m 2 s; 4, P. Lewis/R. Willey (Cooper), 13 m 9 s; 5, P. Waldon/A. Davies (Escort), 13 m 14 s; 6, J. Crosse/A. Bodman (Cooper), 13 m 52 s. **Class winners:** M. Kennett/M. Lea (Mini); Banning/Hughes; Waldon/Davies. **Beginners:** M. Smith/Mrs J. Smith (Escort), 19 m 44 s. **Ladies:** Mrs M. Halliday/A. Gray (Imp), 14 m 21 s.

Oulton continued

who held on until lap five when he dropped it at Old Hall letting not only Dron but also Mansfield past. This encouraged Williams to dice with the championship leader too with the result that Wilkinson had a moment which impressed even Barrie Williams and lasted all the way from Island to Esso, after which he settled for fourth. Mansfield closed up on Dron on the last lap but Tony learned a few tricks in his Formula Ford days and stayed ahead to give his "new" car a first time win. After Mike Freeman retired following a spin at Esso, Gillian Fortescue-Thomas led the rest after passing Peter Ripley on the last lap. Williams was lucky to finish third for the head gasket failed on the last lap.

Lawrence and MacLeod arrived in good time for the FF final which saw 27 cars on the grid with a still damp track. Everyone negotiated Old Hall safely but at Cascades a lot of spinning took place which eliminated five cars and split up the middle of the field. In front it was more orderly with Lawrence taking his expected lead chased initially by Arnott until he was passed by Fox in the new Hawke. With MacLeod having to work his way up from the fourth row, the Dulon driver had only Fox to worry about but the new Hawke was showing excellent speed, while Lawrence was having to contend with excessive understeer which even made Deer Leap tricky. He hung on in front until, by lap nine, Fox had become so covered in muck from the Dulon that he could no longer see clearly and spun off at Lodge,

breaking a rear upright. Arnott and South disputed third behind the leaders until MacLeod came along, drove past them in a couple of laps, and the Scot found himself in an unexpected but welcome second place at the end. Arnott just beat South to the line for third while Wilcox and Cuthbert, who never made up for a poor start from pole position, had lonely races into fifth and sixth.

IAN TITCHMARSH

Formula Ford, heat 1 (7 laps): 1, Derek Lawrence (Dulon-Titan MP15), 13 m 1.8 s, 89.00 mph; 2, Bob Arnott (Merlyn-Scholar Mk 24), 13 m 1.8 s; 3, Syd Fox (Hawke-Piper D11), 13 m 14.8 s. **Fastest lap:** Arnott, 1 m 48.8 s, 91.36 mph.

Formula Ford, heat 2 (7 laps): 1, Graham Cuthbert (Van Diemen-Scholar FA73), 12 m 59.4 s, 89.27 mph; 2, Stephen South (Ray-Rowland 73F), 12 m 59.4 s; 3, Ed Wilcox (Merlyn-Rowland Mk 11A), 13 m 4.8 s. **Fastest lap:** Cuthbert, 1 m 49.0 s, 91.19 mph.

Manchester Evening News/SPARKS Mexico Celebrity race (7 laps): 1, Stuart Hall, 16 m 34.2 s, 69.99 mph; 2, Brian Close, 16 m 34.4 s; 3, Lord Lilford, 16 m 42.6 s; 4, Robin Knox-Johnston, 16 m 43.6 s; 5, Anne Moore, 16 m 44.6 s; 6, David Broome, 16 m 49.4 s. **Fastest lap:** Hall, 2 m 18.8 s, 71.61 mph.

BP Formula Atlantic Championship round (15 laps): 1, Colin Vandervell (1.6 March-Smith 73BDA), 28 m 23.4 s, 87.53 mph; 2, Ken Bailey (March-RES 722 BDA), 29 m 28.0 s; 3, John Nicholson (Lyncar-Nicholson/McLaren BDA), 29 m 50.6 s; 4, David Purley (March-LEC 722 BDA), 30 m 2.6 s; 5, Geoff Friswell (March-Hart 728 BDA), 14 laps; 6, Jas Patterson (March-Hart 722 BDA), 14 laps. **Fastest lap:** Vandervell and Bailey, 1 m 49.6 s, 90.69 mph.

Motorcraft Mexico Challenge Championship round (7 laps): 1, Tony Dron, 16 m 18.6 s, 71.10 mph; 2, Rod Mansfield, 16 m 19.0 s; 3, Barrie Williams, 16 m 21.0 s; 4, Allan Wilkinson, 16 m 22.4 s; 5, Gillian Fortescue-Thomas, 16 m 30.6 s; 6, Peter Ripley, 16 m 31.2 s. **Fastest lap:** Mansfield, 2 m 17.8 s, 72.13 mph.

BOC Golden Helmet Formula Ford Championship round (10 laps): 1, Derek Lawrence (Dulon-Titan MP15), 19 m 16.4 s, 85.95 mph; 2, Donald MacLeod (Van Diemen-Scholar FA73), 19 m 23.8 s; 3, Bob Arnott (Merlyn-Scholar Mk 24), 19 m 30.8 s; 4, Stephen South (Ray-Rowland 73F), 19 m 31.0 s; 5, Ed Wilcox (Merlyn-Rowland Mk 11A), 19 m 43.6 s; 6, Graham Cuthbert (Van Diemen-Scholar FA73), 19 m 53.0 s. **Fastest lap:** Lawrence, 1 m 54.2 s, 87.04 mph.

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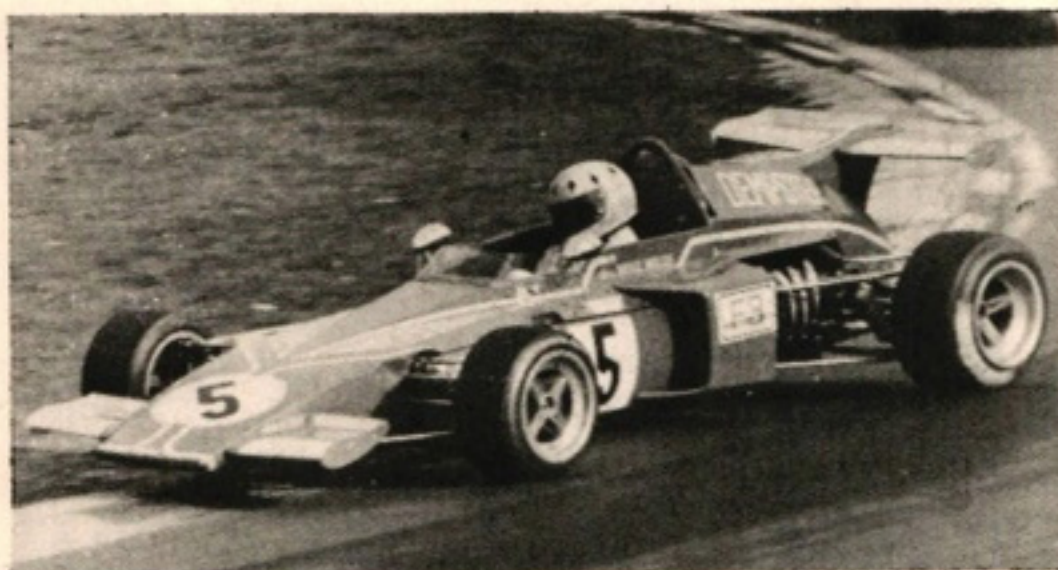
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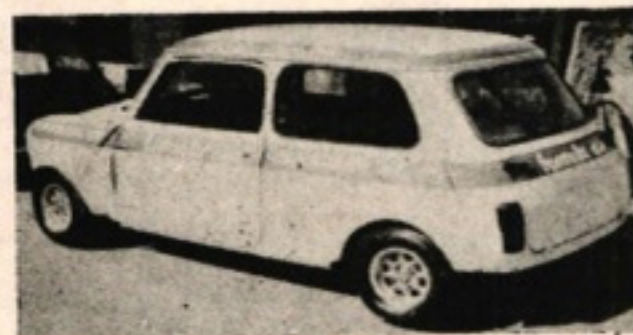
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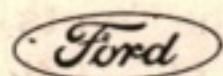
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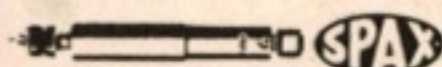


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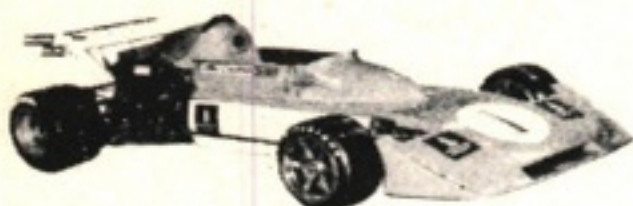
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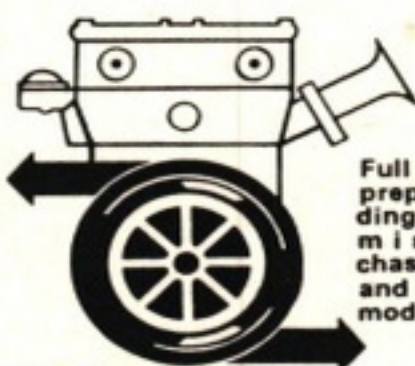
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